

Navy News

NOVEMBER 1979 10p



Coventry heads for Rising Sun

H.M.S. Coventry has every reason to be looking bright. With trials and work-up completed, she heads out next year on deployment to the Land of the Rising Sun, via other places of Eastern promise. As well as being lit up in this picture, taken by C. Bermingham at Birkenhead, the Coventry is spotlighted in this month's Ships of the Royal Navy series.

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200 FLY TO AID FAR EAST SHIPS

From John Tucker in Singapore

The linking-up here of six Royal Navy warships and 200 men flown out from Britain to service them illustrates the Navy's current way of operating world-wide.

Without big overseas bases, the Navy maintains this capacity by taking service to the ships.

When vessels of the Group Eight Deployment arrived in sweltering Singapore in mid-October fresh from exercises and successful visits to Australia, New Zealand and islands such as Java, Bali and New Guinea, there waiting to carry out any servicing needed were members of Fleet Maintenance Units from Portsmouth, Devonport, Chatham and Rosyth.

Their flight to Singapore, made in two R.A.F. VC10 aircraft and coming during a busy spell for the F.M.U.s, is believed to be their biggest sortie yet to any one place.

H.M. ships Achilles, Fal-mouth and Dido, all frigates, were the first ships to head into the Naval Basin at Sembawang. Four days later they were followed by the missile destroyer H.M.S. Norfolk, wearing the flag of Flag Officer Second Flotilla (Rear-Admiral P. M. Stanford) and H.M. ships Arethusa and Arrow.

Reunion

The group is accompanied by R.F.A.s Olmeda, Lyness, Black Rover, and Fort Grange.

Reunion in Singapore came after the Norfolk and the Arrow had visited Djakarta and the Arethusa had been to Bali.

Completing the picture were more than 100 wives and girl

friends who had flown to Singapore from the U.K. on package tours for holiday reunions.

The system of flying out marine engineering and weapon electrical men, familiar with ships' equipment, is regarded as an efficient, economical method of providing maintenance abroad. Their time in Singapore is being used to give as many members of ships' companies as possible a break and it will allow the ships to move on as a group. Local shipyard help is also used when needed.

Many men, both from ships and F.M.U.s, were savouring the delights of bustling, colourful Singapore for the first time. Ashore, a large-scale inter-ship sports programme was arranged, with the Deployment Dustbin at stake.

Now the ships, with over 25,000 miles on the deployment 'clock', are pointing homewards. They were leaving Singapore in late October and early November and three were paying brief visits to Penang before joining the rest of the Group for exercises in the Indian Ocean.

Then they will head home, via the Mediterranean, in time for Christmas.

●Deployment colour picture, Page 40. See also Page 19.

Antarctica exped. off

A Joint Services Expedition to the Antarctic has been called off because the ice patrol ship H.M.S. Endurance cannot take the party.

The Endurance left Portsmouth on October 24 for her six-month deployment to Antarctic waters. But her schedule makes it impractical for her to provide transport and support to the members of the South Georgia 1979-80 Expedition.

Much of the ship's work will be concentrated in the Falkland Islands, roughly 900 miles from the British island of South Georgia. She will not have time in the short Antarctic summer to land the expedition members, provide back-up and re-embark them.

Storm trial for new seasick pill

Navy doctors are hoping that H.M.S. Broadsword and H.M.S. Scylla run into a spot of rough weather in the next few weeks. But there is nothing personal about it — the two ships have been "volunteered" for a controlled test on a new anti-seasickness pill.

The new drug, called Cinnarizine, is already widely used by yachtsmen. Under the trade name Stugeron, it has been available at high street chemists for some time.

So popular is Cinnarizine that some Royal Navy ships already use it instead of the standard issue "Pusser's Pill," Hyoscine.

The Broadsword - Scylla trial will produce a scientific comparison between Cinnarizine and Hyoscine.

Volunteers in both ships will be issued with tablets in a controlled "double blind" trial using both drugs. The identity of the pills will be a secret, known only to the international pharmaceutical company which makes them, and to an unidentified third party at the Institute of Naval Medicine, Alverstoke, which will conduct the trial.

QUESTIONNAIRE

Volunteers will fill in a comprehensive questionnaire designed to reveal individual reactions to seasickness. It will take into account length of service, degrees of nausea, individual remedies, side effects and other factors. Primary aim of this questionnaire is to find out just how many people do suffer from seasickness in the Navy.

The trial is expected to be completed early in the New Year, and will take place while the Broadsword and the Scylla are on normal operational duties.

The Institute of Naval Medicine will also be interested in information from a ship motion recorder installed in H.M.S. Broadsword by the Admiralty Marine Technology Establishment.

● The Medical Research Council has advertised for a scientist to study what goes on in the brain during seasickness. The successful applicant will spend three years on research, based at the Institute of Naval Medicine.



Picture: LA(Phot) Keith Sturge

Intrepid busy in the Med

Life is hectic for H.M.S. Intrepid, even when she's on a sunshine trip to Gibraltar as Dartmouth training ship. Her green Wessex 5s gleam and landing craft flit about in the waters of the Med. as a knot of spectators on the flight deck studies the activities in the ship's dock below.

It's a great day for the Welsh!



... And Brecon gets prize leek

Lieut. John Field displays the huge Fibreglass reinforced plastics leek which was presented to H.M.S. Brecon when a party of four officers and four senior rates visited the Fibreglass Reinforcements plant at Wrexham.

The affiliation between the new glass-reinforced plastics mine countermeasures vessel and Fibreglass Ltd. is claimed to be the first between a ship and a commercial organization. Forerunner of a NATO fleet of Hunt-class MCMVs, the Brecon, now on contractors' sea trials, has a reinforced plastics hull and her interior is thermally and acoustically insulated with Fibreglass materials.

The second of the class, the Ledbury, is due to be launched on December 5.

GANGES FOR AUCTION

The site of H.M.S. Ganges, the Royal Navy's former training school at Shotley, near Ipswich, will be put up for auction next month. Vacant for three years, the 150-acre property will have a reserve price of £300,000.

A distinctly Welsh flavour marked the commissioning in Portsmouth of the Royal Navy's latest Type 42, H.M.S. Cardiff.

The ceremony on October 19 was attended by a civic party from the Welsh capital, and by representatives of the Royal Regt of Wales and 29 Maritime Squadron R.A.F.

Guest of honour was lady Gilmour, wife of Sir Ian Gilmour, Lord Privy Seal. He was Minister of State for Defence when Lady Gilmour launched the ship in February, 1974.

Marathon

Before the commissioning, the destroyer was rejoined by 20 of her sailors who had undertaken a marathon row from the Tyne to Cardiff. While the ship was still at Swan Hunters' Hebburn yard they set out along rivers and canals, carrying good wishes from the commanding officer, Capt. Barry Wilson, to the Lord Mayor of Cardiff.

Bonus of the trip was sponsorship money raised by the team for Welsh charities.

The Cardiff's immediate predecessor, a light cruiser, saw service in both world wars. She was commissioned in 1917 and soon found herself in action at the Battle of Heligoland. A year later she had the distinction of leading the German High Seas Fleet into the Firth of Forth to surrender.

At the outbreak of the Second World War she became a gunnery training ship in the Clyde Areas, being broken up in 1946.

Sultan prizes

Prizes were presented by the Commander-in-Chief Naval Home Command, Sir Richard Clayton, to the top mechanics in the qualifying course at H.M.S. Sultan.

Tidy's view

This Bill Tidy cartoon presented "to the lads of H.M.S. Ambuscade" to mark his visit to the ship reflects the frigate's five weeks of "Perisher running" in the Clyde — taking part in a submarine commanding officers' qualifying course. To redress the balance, we are told, the Ambuscade is now spending two months in the West Indies as Belsize guardship!



H.M.S. Cardiff arrives in Portsmouth for her acceptance by the Royal Navy.

Picture: PO (Phot) Len Cobbett.

AMBUSCADE SEES THE FUNNY SIDE

Exercise Ocean Safari in the Mediterranean rounded off an eventful few weeks for HMS Ambuscade. The frigate's varied activities had included a visit by top cartoonists Bill Tidy and Colin Whittock; a 350-mile dash to intercept a fugitive trawler; and a place in the forefront of Antwerp's Liberation Day ceremony.

"Fosdyke Saga" creator Bill Tidy, whose son hopes to join the Navy soon, embarked in the Ambuscade with his fellow cartoonist, sailing with the ship to the Clyde Areas.

By the time they had flown off by helicopter three days later, Messrs. Tidy and Whittock had covered most stationary objects with cartoons — including the weapons computer, POs' mess bulkhead, and CPOs' mess bar.

After several days on the commanding officers' qualifying course, the Ambuscade was called in to help the fishery protection vessel Westra catch an elusive trawler. The unarmed Westra had sighted the Spanish fishing vessel Oeder Eder within the 12-mile limit south of St Kilda and was pursuing her into the Atlantic.

The frigate made a 350-mile dash through the night, averaging about 27 knots. At dawn the fleeing trawler was intercepted and escorted back to Campbeltown, where her master was fined £11,000.

PROCESSION

During a four-day visit to Antwerp in September, men from the Ambuscade led a three-quarter-mile-long procession to celebrate the 35th anniversary of the city's liberation from the Germans.

The march included units of the British Army, Belgian Navy and Army, and the French, Dutch and U.S. Army.

On the following day the Ambuscade's guard, led by Sub-Lieut. David Livingstone, was present at a wreath-laying ceremony attended by the British Ambassador to Belgium, Sir Peter Wakefield, and the ship's commanding officer, Cdr. Mike Gretton.

Minister visits Portland

Navy Minister Mr. Keith Speed spent two days touring the naval base at Portland and ships operating in Lyme Bay.

After jackstay transfer from H.M.S. Lowestoft to H.M.S. Amazon, he was given a guided tour by the commanding officer, Cdr. R.N. Woodard.

He was taken by Lynx helicopter to the Distex Area at East Wear, Portland, to watch a "disaster" exercise involving the ship's company of H.M.S. Coventry.

Then it was back to sea for visits to H.M.S. Cleopatra and R.F.A. Gold Rover before returning to Portland.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

REA(Air) 1 M. J. Sargent, 706 Squadron, RN air station, Culdrose, currently PFE for Sea King FLS (anticipate 824 NAS April). Will swap for Lee-on-Solent, Yeovilton, Portland or Portsmouth ship's AED.

POSTD R. Mitchell, 2E2 Mess, H.M.S. intrepid, Portsmouth, DTS 1980, spring — Caribbean. Will swap for any Plymouth ship AB(R) MacFarlane, 42, Royal Sovereign Ave, Chatham, Kent, drafted H.M.S. Scylla Dec. Will swap for any Rosyth ship.

AB(M) Coomber, H.M.S. Lincoln, RSU, Chatham, drafted H.M.S. Torquay, Jan, refitting Newcastle until March, then Portsmouth-based. Will swap for any Chatham ship.

MEM(M) 1 G. W. Fowell, 4J2 Mess, H.M.S. intrepid, due deployment, West Indies and Caribbean. Will swap for any Chatham or Portsmouth ship not deploying.

ALMEM (M) D. Andrews, 4KA1 Mess, H.M.S. Hermes, due short West Indies deployment. Will swap for any Portsmouth ship in long refit or shore base.

ALMEM Martin, 3D Mess, H.M.S. Active, drafted H.M.S. Achilles, Dec. Will swap for Type 21 frigate or Devonport shore base.

LWTR Davey, H.M.S. Fox, drafted BSO H.M.S. Centurion, Jan. Will swap for any Plymouth, South-West area draft.

SA MacRea, H.M.S. Glamorgan, refitting Portsmouth. Will swap for any sea-going ship. Telephone Portsmouth 22487.

LSTD Williamson, c/o Wardroom H.M.S. Pembroke, drafted H.M.S. Aurora, Jan. Will swap for any Chatham ship or shore base.

AB(R) K. Foster, 3Q Mess, H.M.S. Newcastle, due to join H.M.S. Dryad, Feb. Will swap for any sea-going ship.

AB(M) M. Bourne, 5F Mess, H.M.S. Bulwark, deploying U.S. Jan. five weeks alongside Mayport. Will swap for any long refit or shore base Portsmouth.

LWEM (O) C. A. Barrett, 3P Mess, H.M.S. Antrim until 1982, deploying Far East 1980. Will swap for Portsmouth ship home waters.

WEM 1(R) Larvin, H.M.S. Diomed, Portsmouth. Will swap for any Plymouth frigate not in refit, or H.M.S. Battleaxe.

POMEM (M) R. Lowery, SBD: BWC: NBCD10, MACC H.M.S. Nelson, drafted H.M.S. Pollington, Rosyth, Jan. Will swap for any Portsmouth ship or shore base, or ship in refit, or Chatham ship in commission.

MEM (M) D. Lewis, AMC, 3HA1 Mess, H.M.S. Intrepid. Will swap for any Portsmouth ship in refit or on deployment.

AB(MW) C. Wileman, JF3 Mess, H.M.S. Alderney, Rosyth. Will swap for any Plymouth ship or shore base, Portsmouth considered.

MEM(L) 1 D. J. Box, 2 Mess, H.M.S. Wilton, MCMV refitting Rosyth, Jan. Will swap for any Portsmouth GMD assault or carrier.

AB(M) Bartlett, CWT H.M.S. Excellent, drafted H.M.S. Aurora, Dec. Will swap for any Portsmouth or Chatham ship base or ship. Telephone Portsmouth Dockyard 5169.

LROT P. J. Morris, drafted H.M.S. Minerva, Devonport, March. Will swap for any Portsmouth ship or shore base. Replies: MSO H.M.S. Excellent, Portsmouth.

ELMN2 (A) M. Dilucia, 9 Barrow Rise, Wyke Regis, Weymouth, Dorset, drafted to Lynx Flight. Will swap for any ship's company draft.

MEM Barnes (AMC), 3N Mess, H.M.S. Coventry, deploying Far East 1980. Will swap for a Plymouth based billet.

ALREM Deverill, H.M.S. Osprey (F.M.G.), drafted H.M.S. Danae. Will swap for any Portsmouth ship.

LSTD E. Griffiths, 29, Gorselands Way, Rowner, Gosport, Hants, drafted H.M.S. Aurora, refitting Devonport. Will swap for any Portsmouth ship, sea-going or in refit.

RO1 (G) D. Winchester, H.M.S. Mercury, drafted H.M.S. Invincible, March. Will swap for any Devonport ship or shore base.

RO1(G) Gray, FWD Mess, H.M.S. Tensley. Will swap for any Rosyth ship, preferably Island class.

REMNI Sims, IPAI Mess, H.M.S. Blake, drafted FMG (Mobile), Chatham, March. Will swap for any Portsmouth shore base.

AB(M) Ward, 3 Mess, H.M.S. Eastbourne, drafted H.M.S. Phoebe, Plymouth, Jan. Will swap for any Rosyth ship in refit or deploying.

RO1 (T) D. Burgess, H.M.S. Glamorgan, refitting until late 1980, Portsmouth. Will swap for any Portsmouth ship not refitting, or foreign service Common.

WREN1 S. E. Luzanycia, C-in-C Fleet Common Northwood. Will swap for any draft except Whitehall. Telephone Common Ext. 501 or WRNS Quarters Ext 668.

LMEM (M) J. E. Callaghan (MEOW), H.M.S. Euryalus (not as MEOW), refitting Devonport until June 1980. Will swap for any ship deploying, preferably frigate or Type 42, or H.M.S. Endurance. Replies: 43, Whitehall Parade, Rumney, Cardiff.

STD J. Gilbertson, 2Q1 Mess, H.M.S. Newcastle, drafted H.M.S. Osprey, Dec. Will swap for H.M.S. Pembroke; other offers considered.

AB(S) G. Young, 12/13 Mess, H.M.S. Zulu, drafted H.M.S. Torquay, refitting Newcastle until March. Will swap for any Portsmouth ship deploying U.S.A. or Far East.

MEM(M) 1 L. J. Gillies, 3A STDB Mess, H.M.S. Londonderry, Portsmouth. Will swap for any Rosyth ship or shore base.

SEA(M) A. Clamp, 3EA Mess, H.M.S. Naiad, Far East deployment next year. Will swap for any Rosyth or Faslane ship or shore base.

RO1(G) Bond, RN air station MSO Portland, drafted H.M.S. Invincible, March. Will swap for a Portland draft — MSO RN air station or Common.

MEM(M) R. A. Mercer, JBD, 336 Saumarez Block, H.M.S. Nelson, drafted Portsmouth F.M.B. Will swap for any ship or shore base, Plymouth.

MEM(M) 1 D. W. Atkins, AMC SBD, Barrack Guard Mess, H.M.S. Nelson, drafted Christmas H.M.S. London, undergoing refit Portsmouth until late 1980. Will swap for any sea-going Type 42, preferably deploying.

WEM(O) S. Ferry, 3P Mess, H.M.S. Coventry, due deployment May 1980, Far East and Indian Ocean. Will swap for any Plymouth ship.

LMEM (L) Cantle, ET School Accommodation office, H.M.S. Collingwood, drafted H.M.S. Euryalus February, refitting Plymouth. Will swap for any Portsmouth ship sea-going, or in refit.

MEM(M) 1 D. J. Lloyd (AMC), H.M.S. Dido, Plymouth due home waters Dec. Will swap for any foreign-going ship, preferably Far East.

LWTR P. Mc. Cartney, 4K3 Mess, H.M.S. Hermes, deploying three months West Indies before entering refit. Will swap for any ship or shore base Rosyth.

LCK Godfrey, Main Galley, H.M.S. Neptune, telephone Helensburgh 4321, drafted H.M.S. Berwick, Devonport March. Will swap for any Chatham ship or H.M.S. Pembroke.

RO1(G) M. J. Ledbetter, H.M.S. Cardiff, undergoing Part IV trials. Will swap for any Rosyth-class frigate or smaller ship. Replies to H.M.S. Cardiff, BFPO Ships.

REM1 D. Clifford, 3Q Mess, H.M.S. Cardiff, Portsmouth-based. Will swap for any Plymouth-based ship preferably not in refit.

AB(M) A. P. McCabe, 3E Mess, H.M.S. Antrim, deploying U.S.A. Will swap for any Portsmouth ship in refit.

POMEM K. J. Ord, 6 Septhion Close, Rowner, Gosport, Hants PO13 9QV, drafted H.M.S. Eskimo Nov., Chatham. Will swap for any small ship, Portsmouth-based.

ALMEM McCleod, Glowworm Block, H.M.S. Sultan, drafted H.M.S. London. Will swap for any sea-going ship or one in refit Devonport.

RO1(T) O'Boyle, 2E Mess H.M.S. Antrim, deploying Far East May. Will swap for Rosyth minesweeper or patrol craft.

ALMEM M. Booth, c/o MEO H.M.S. Hecla, or 15 Grey Crescent, St Budeaux, Plymouth, drafted H.M.S. Diomed, Portsmouth for one year. Will swap for any Plymouth diesel or steam sea-going ship.

LRO(G) M. Rodulson, 2E Mess, H.M.S. Antrim, due to deploy Far East, 1980. Will swap for any Devonport ship.

LS(R)HC P.S. MacSweeney, H.M.S. Arethusa, Devonport, home waters until May, then six months refit. Will swap for any ship deploying early 1980. Swop must be ADAWS 5 trained.

LS(R) M. W. Smith (RP2), Mail Office, H.M.S. Dryad, due release Jan 1980. Will swap for any Portsmouth or Gosport shore base or Portsmouth ship in refit.

AB P. Elliott (FC2), 3E Mess, H.M.S. Zulu, drafted H.M.S. Sultan for four months H.T.S. then H.M.S. Rhyl, Chatham. Will swap for any ship deploying May.

LCK J. B. O'Dell, 3N Mess, H.M.S. Antrim, due to deploy Far East early 1980. Will swap for any Portsmouth ship not deploying or one in refit.

STD T. Glass, 4P2 Mess, H.M.S. Bulwark, due for deployment early Jan. Will swap for any Portsmouth ship in refit.

LSTD P. Duffield, c/o Vanguard Block Office, H.M.S. Nelson, drafted H.M.S. Invincible, March, Portsmouth based. Will swap for any Chatham ship.

LMEM K. M. Stentford, HQ1, H.M.S. Glamorgan (Portsmouth) will swap for any ship in refit or shore establishment in the Devonport Area.

AB(R) Kent, Priority 3 Mess, H.M.S. Dryad, Southwick, drafted Nov. 19 H.M.S. Sheffield (in dry-dock until mid-1980) will swap for any seaman's billet in Gibraltar

Lorraine goes through the Mill to join the jet set . . .

Oh, 'allo!
Luton Airport? Nah, it's the Beeb's place in Brum an' in case yer didn't suss, I'm Lorraine Chase — yer know, from that telly ad on the uvver side. I've come to 'ave a butchers at this er . . . um . . . Sea 'Arrier wot Lieut.-Cdr. Nigel Ward 'as just flown all the way from Yeovilton and plonked dahn 'ere just like that so six milllion can 'ave a gander at it on Pebble Mill at One.

They also chatted up Rear-Admiral Ted Anson, who's one of the top brass (Flag Officer Naval Air Command, I think 'e's called) and 'ad a bit of tasty music from a Royal Marines band. Caused quite an 'ow's yer father up 'ere, I can tell yer — but it's nice though, innit?

Picture: PO(Phot) Stuart Wood

GALATEA'S BEAUTY

Girl of the moment for H.M.S. Galatea is 18-year-old Leigh Rushworth, elected Miss Galatea 1979 at a beauty contest at Romeo's and Juliet's night club in Hull. The Galatea, which received the Freedom of the City in 1975, paid a visit to Hull after a nine-month deployment including more than two months in the United States. Our picture shows the new Miss Galatea receiving a £50 cheque from the commanding officer, Capt. A. R. Barnden, after being elected by a panel of judges including Capt. Barnden's wife.



Picture: LWren (Phot) Elinor Owen

FILMS FOR THE FLEET

Bond formula stirred — but not shaken

Cdr. Bond is back on the Navy's screens with "Moonraker," the most expensive and ambitious 007 film ever made.

But it is not, according to producer Albert Broccoli, the most incredible (unless the word is used to describe the multi-million dollar cost). "The premise of 'Moonraker' is not science-fiction, it is science fact," declared Broccoli.

No effort was spared to recreate technical authenticity when star Roger Moore was shot into space to save the world: a 500,000-dollar space centre set was built in France while across the Channel in Pinewood Studios a special effects team was working for a total of 39 weeks.

Target area

Nevertheless, all the out-of-this-world spending was still based solidly on the successful Bond formula, stirred but not shaken by all the gadgetry. M, Q and the long-suffering Miss Moneybags defy retirement; the inevitable, beautiful heroine (Lois Chiles) is backed up by a bevy of Bond-hungry lovelies; and the hatchet-man — Richard "Jaws" Kiel making his second Bond film — chops his way through the cast like a frenzied cost-accountant trying to cut the film's wages bill.

Emphasis is on action rather than words, though the story's target area

is still that defined by author Ian Fleming — "somewhere between the solar plexus and the upper thigh."

"Moonraker" is one of 11 films released this month by the Royal Naval Film Corporation. The full list is:

Buck Rogers in the 25th Century (A) — Gil Gerrard, Pamela Hewsley. Good clean space fun, as you would expect from the hero of countless matinees in the days when schoolboys still wore short trousers and bought penny gobstoppers. CIC. No. 660.

Slavers

Ashanti (AA) — Michael Caine, Peter Ustinov, William Holden, Beverly Johnson. Michael Caine goes off in hot pursuit of slavers who have kidnapped his beautiful black wife. Columbia-EMI-Warner. No. 661.

Butch and Sundance — the Early Days (A) — Tom Berenger, William Katt. The film that added the word "prequel" to the cinema's vocabulary, it shows what the outlaw duo got up to before Robert Redford and Paul Newman were on the scene. FDA. No. 662.

Agatha (A) — Dustin Hoffman, Vanessa Redgrave. This formidable pair provide a fictional solution to the real mystery of the temporary disappearance of thriller writer Agatha Christie in 1926. Columbia-EMI-Warner. No. 663.

Hurricane (A) — Jason Robards, Mia

Farrow, Trevor Howard. This Dino de Laurentiis film in the well-tried disaster mould may not be comfortable viewing for the men of H.M.S. Fife, who saw the results of a real hurricane during relief operations in Dominica. This celluloid version is set in the Samoan Islands in 1920. ITC. No. 664.

The Hot One (AA) — Mark Hamill, Annie Potts. Thrills and spills for a gang who deal in stolen, custom-built cars. MGM. No. 665.

Comes a Horseman (AA) — Jane Fonda, James Caan. Campaigning Jane goes West in this tale about ruthless cattle barons, etc. United Artists. No. 666.

The Evictors (X) — Vic Morrow, Michael Parks. A horror thriller about a farmhouse with a chilling reputation. ITC. No. 667.

Love match

Love at First Bite (AA) — George Hamilton, Susan Saint James. You may think Dracula is just pain in the neck, but Hamilton's character will bite your funny bone. Barber Dann. No. 668.

Players (A) — Ali MacGraw, Dean-Paul Martin. Love match on the Centre Court at Wimbledon — and a must for tennis fans with appearances by John McEnroe, Ilie Nastase and Pancho Gonzalez. CIC. No. 669.

Moonraker (A) — Roger Moore, Lois Chiles. United Artists. No. 670.

Back and Forth for Bacchante

H.M.S. Bacchante returned to home waters last month after port-hopping up the Atlantic seaboard from Florida to Quebec, and taking part in Exercise Ocean Safari.

The frigate has been undergoing a three-week assisted maintenance period at Rosyth following the NATO exercise in the Atlantic.

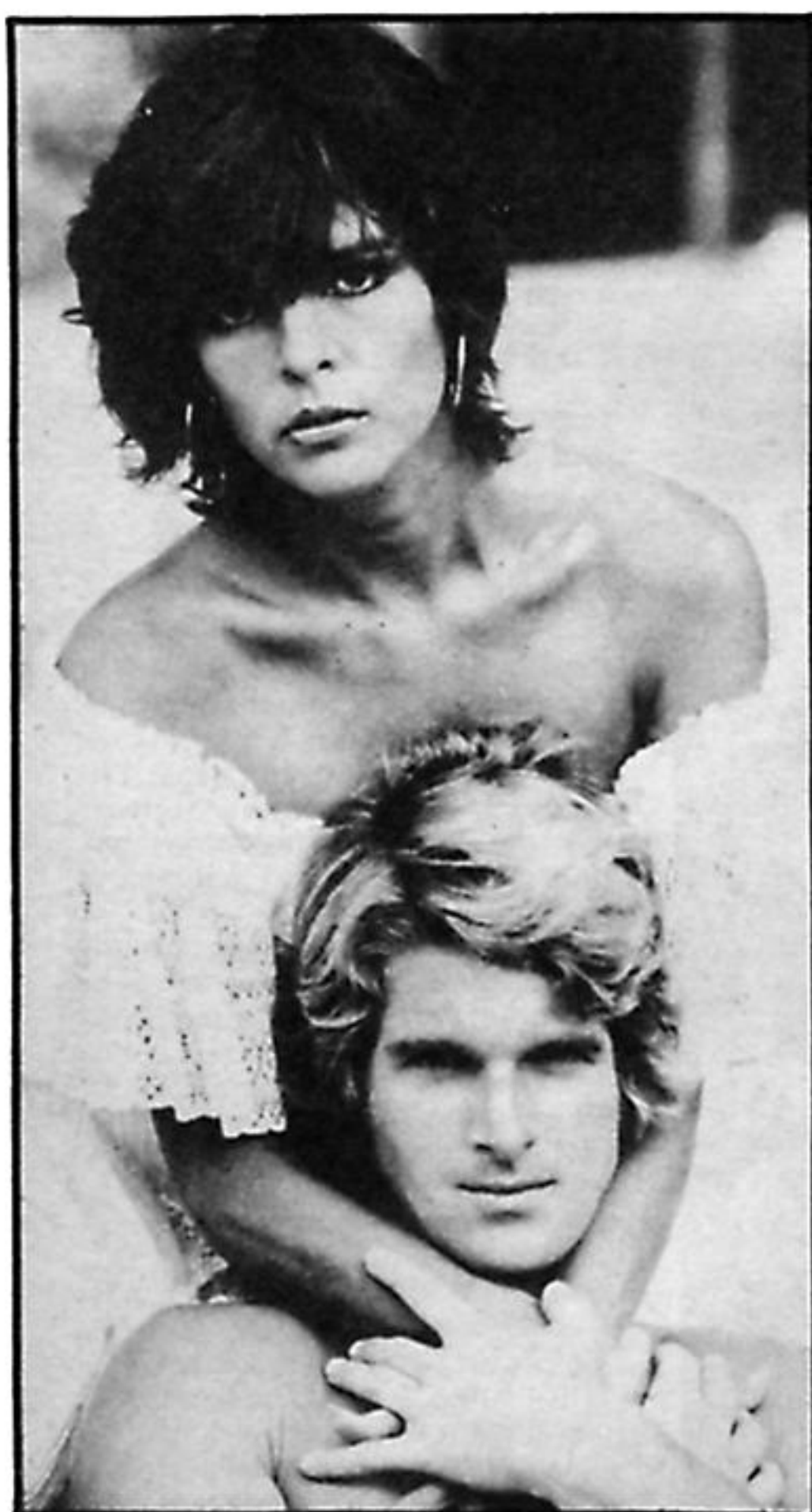
At the end of July she sailed for Bermuda and on to Fort Lauderdale to relieve H.M.S. Ariadne in the Standing Naval Force Atlantic.

BUMPER HAUL

The NATO force of six ships conducted exercises while en route to Boston for a five-day visit. Next stop was Halifax, Nova Scotia, where exercises included live mortar firings — and a bumper haul of fish, the largest specimen being a 45lb. gurnard.

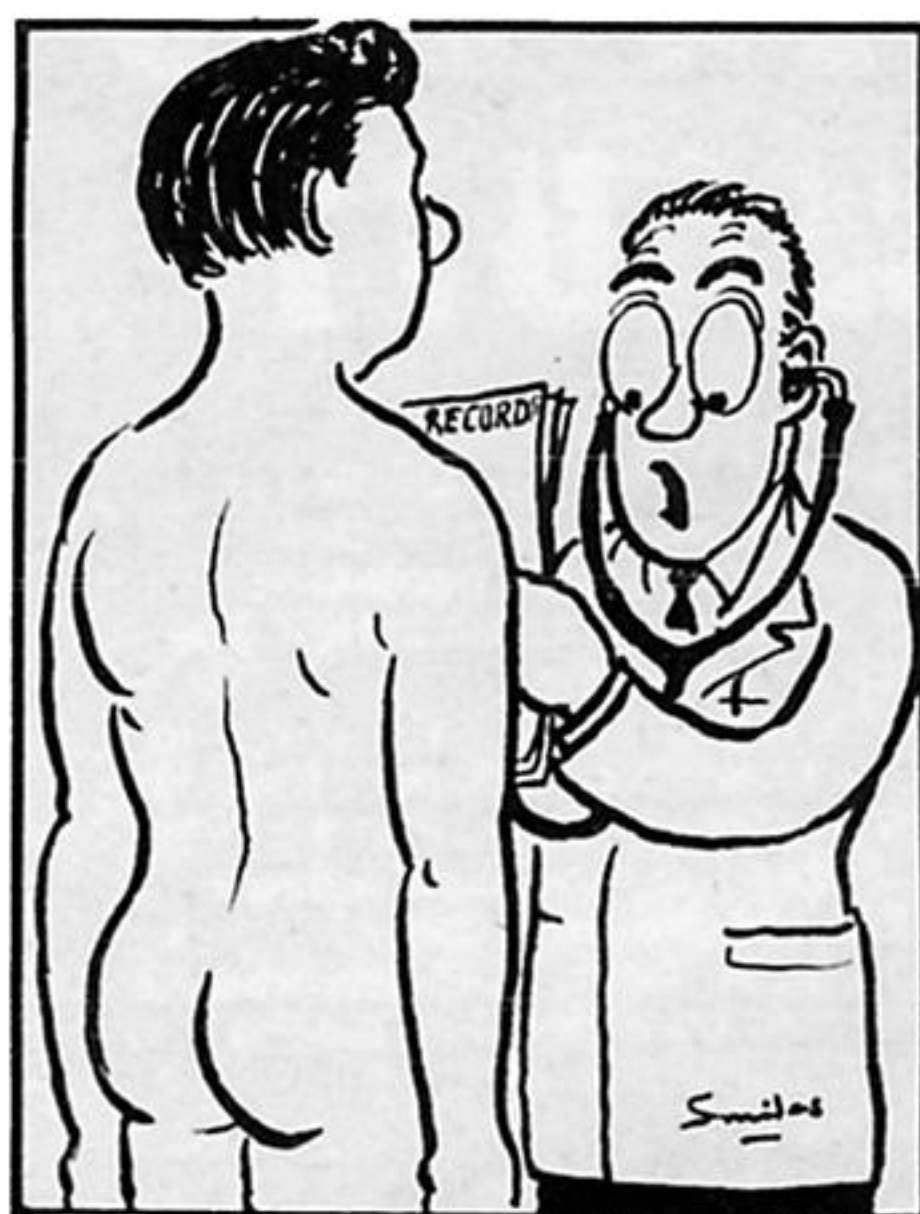
A week's self-maintenance in Quebec was followed by a 24-hour stopover at St John's, Newfoundland. But there were stormy times ahead . . .

When the Bacchante left for Reykjavik, Iceland, her four-day passage took her through the remains of Hurricane Frederick, blowing itself out after causing havoc along America's East Coast.



Sultry Ali MacGraw starts with Dean-Paul Martin in 'Players', a love story set against a tennis background.

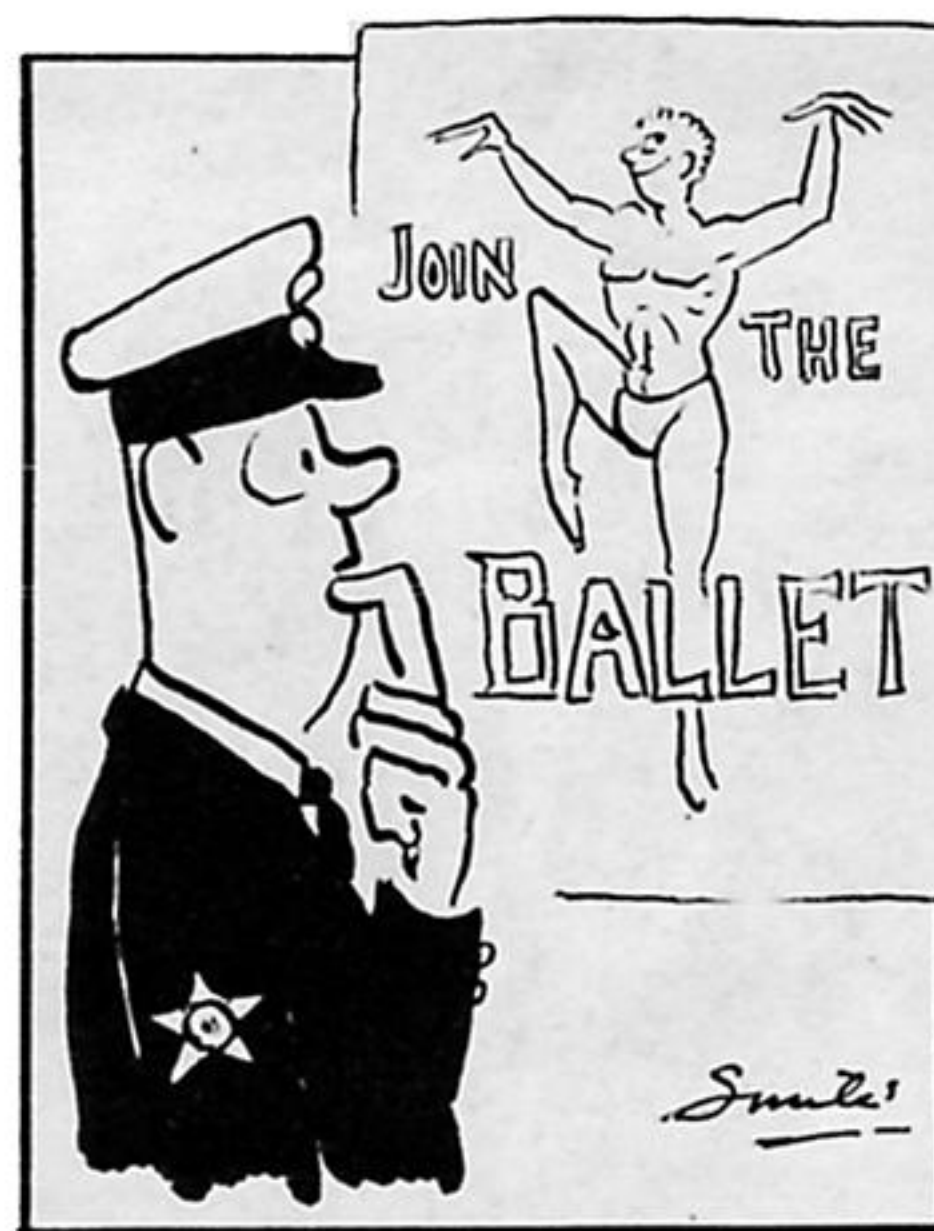
Yet more howlers extracted from the comments made in filling in forms S264C, the annual reports on R.N. and WRNS ratings, received by Drafty. Visual interpretations by Smiles . . .



"His testimonials speak for themselves."



"A rating who adopts very easily . . ."



"He needs a job where his full potential can be exhibited."



"He has produced a well-run mess with plenty of spirit."

DRAFTY'S CORNER

Change of gear in the engine room!

After several years of preparation the restructuring of the Engineering Branch took a major step forward on September 1 with the introduction of new ratings' titles and the transfer of over 2,000 ratings from the WE to the ME sub branch.

In General Service all transferred ratings were volunteers. However, there were more than enough volunteers to change from WE to ME. Representations from ratings disappointed with the original selection, and from others who subsequently changed their minds, have enabled further exchanges to be made.

Small percentage

The overall result is that only a very small percentage of General Service ratings have not eventually got their choice.

In future, changes will only be considered under the normal branch change procedure with the exception of those Submarine ratings who were compelled to transfer to ME against their choice. These ratings can re-apply for branch change in accordance with DCI(RN) 105/79 if they return to General Service.

Time ashore

The following table of achieved times ashore shows the length of time in months that a man can expect to remain ashore at present (it changes from time to time) having spent 27 months' sea service in his ship. Refit time after the first 18 weeks does not count towards sea service.

RATE	CPO	PO	LH
WE ART MNS 12 Class	18-22*		
WE MECHANICS (R)	18	15	12
(O)	23	18	15
MEA(L) ARTS/MN 12 Class	19		
ME MECHANICS (L)	22	19	12

*Chief Art/MNS add 6 months

It is too early to say what effect the re-distribution of sea billets due to the restructuring will have on sea / shore ratios as everyone is not cross-employable in their new rate. The situation is further clouded by ships being paid off into the Standby Squadron, thereby reducing the sea requirement. The overall effect however should be an improvement in sea / shore ratios.

Drafting organization

Implementation of the Engineering Branch development has also meant re-organization within the Naval Drafting Division. A Marine Engineering (Electrical) drafting desk is being established within the WE drafting section to prove the new rosters, and it is hoped that this phase will be completed by the end of this year.

The WE drafting section will by that time have been re-organized into two drafting desks in line with the two major divisions of the new WE Sub Branch. In due course, when the dust has settled, the drafting of ME transferees will be integrated within the ME drafting section, but for the moment, all transferee drafting enquiries will be dealt with by the WE drafting section.

Currently there is a small number of mainly junior ratings in the "wrong" sub branch billets, but it is not intended to correct this by taking early drafting action. Such men can expect therefore to stay in billet until their normal ERD. Consequently, it will be two to three years before all billets are manned by their correct sub branch ratings, but this minor inconvenience must be accepted in the interests of drafting stability for the men concerned.

Watchkeeping certificates

To enable MEA/MEMN SQ (EL) ratings to integrate fully into the ME sub branch, it will be necessary for them to obtain watchkeeping certificates. These certificates will be a pre-requisite for advancement and will be awarded after a period of practical watchkeeping and a successful appearance before a Fleet Board. The syllabuses for ME Fleet Boards are contained in BR 3000 Chapter 2.

It will be necessary for MEA / MEMN SQ (EL) to obtain Boiler Watchkeeping Certificate (BWC) or Gas Turbine Watchkeeping Certificate (GWC) prior to advancement to A / MEA2 / MEMN3, and a Unit Watchkeeping Certificate (UWC) for advancement to the first class rate. Further advancement to Chief Artificer / Chief Mechanician will require a Charge Certificate.

Interim arrangements for those ratings who transferred to the ME sub branch can be found in BR 1066 Chapter 12 amended by Change 96 and 97 and DCI 490/79. These changes have only just been issued but nevertheless should be held onboard by the MEO and are worth a read.

And here's another change of gear . . .

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'Avo-nuther hat, sir!

Apprehensive about the privilege of being the first double-hatted marine engineering officer in a "steam-powered ship" is Lieut. Ron Newton (right). He is serving in H.M.S. Rothesay, refitting at Chatham, and has taken over the frigate's electrical duties as a result of the current re-organization of responsibilities in the Royal Navy's engineering branch. He is pictured receiving an avometer — symbolic of the "greenies" branch — from Lieut.-Cdr. R. A. Holehouse, the ship's senior officer.



See much more — with 824

"See more with 824" might well be an appropriate motto for 824 Naval Air Squadron. Since H.M.S. Ark Royal's last voyage the squadron has been retasked to provide anti-submarine support for the Fleet, a role which has taken the squadron to many parts of the world.

Such was the case in the autumn when half the squadron was guarding the shores of Hong Kong while the other half were getting to know the sunny beaches of Florida and Virginia.

The squadron's A Flight embarked in R.F.A. Fort Grange for the Group Eight Deployment, but after visiting Gibraltar, the eastern Mediterranean, the Suez Canal, Seychelles, Diego Garcia and Peros Banhas, was ordered to Hong Kong to assist the search for Vietnamese "boat people."

During the same period H.Q., B, C and D Flights were at sea with H.M.S. Hermes. When she reached Mayport, Virginia, the squadron disembarked to Jacksonville for three weeks of flying practice, sun worshipping and sight-seeing.

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Coventry heads for the rising sun

Since she commissioned a year ago, H.M.S. Coventry has been involved in a hectic whirl of trials, work-up and visits, mainly in home waters. But next year she will head for new horizons . . .

In the spring she will join a group deployment to Japan, via Gibraltar, the Mediterranean, Suez, the Arabian Gulf and the Indian Ocean.

The Coventry's Part IV programme — the tuning and setting to work of sensors and weapons — was completed in mid-August, by which time she had undergone safety operational training at Portland and had been involved in 400 deck landings of a Lynx helicopter in the Lynx first of class trials.

Fourth 42

In February she visited Birkenhead where she was built, and in April received the Freedom of the City of Coventry. She called on Brixham, Devon in July and made her first foreign visit in August — to La Pallise, France. She was in Norwegian waters for ordnance ranging in September followed by a brief



visit to Scapa Flow for similar trials.

H.M.S. Coventry, under the command of Capt. Christopher Burne, was the fourth Type 42 to commission, followed by

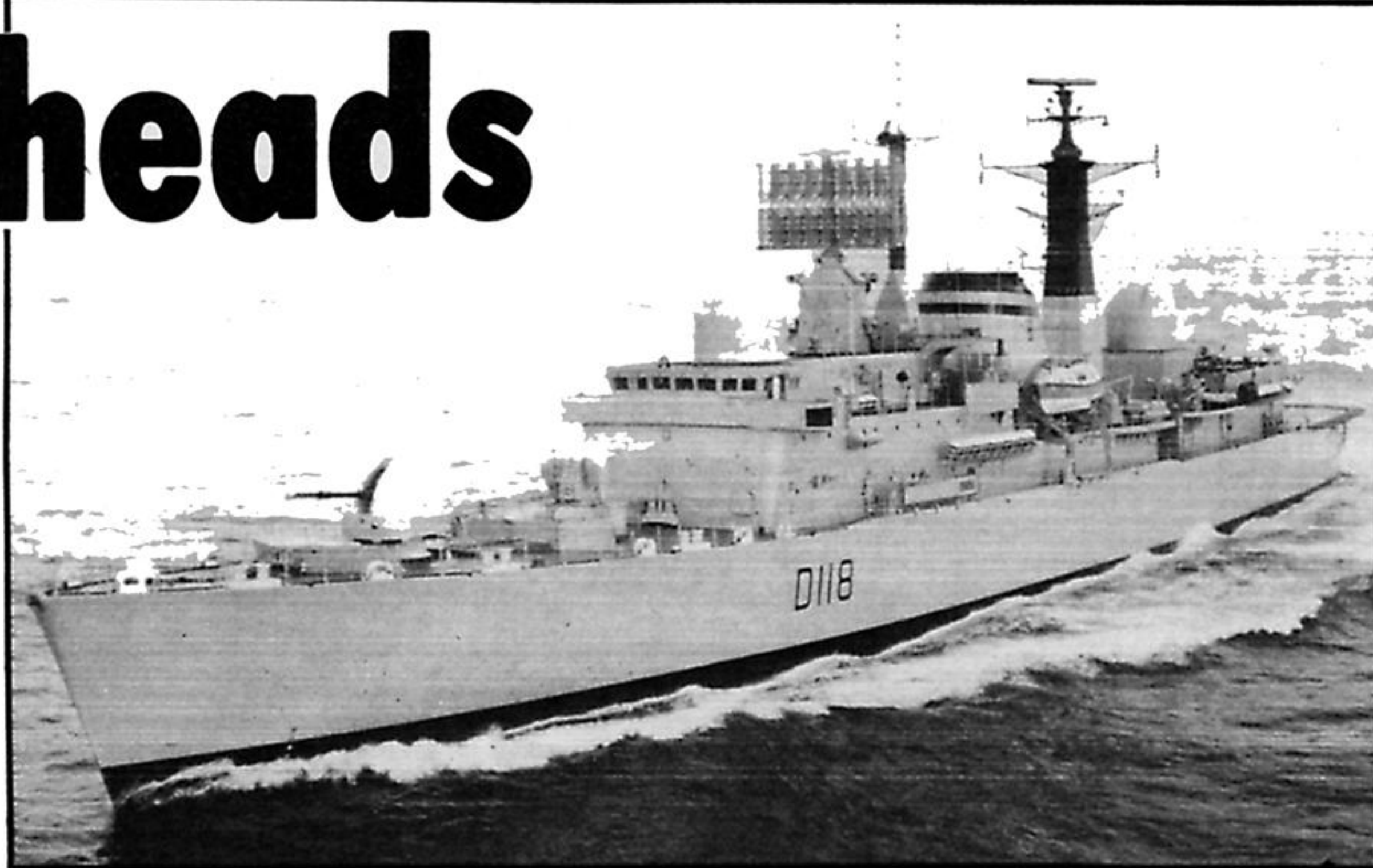
H.M. ships Glasgow and Cardiff.

Launched in 1974 by Lady Lewin — wife of the then Commander-in-Chief Fleet, Admiral Sir Terence Lewin — the Coventry was designed primarily to deploy the Sea Dart missile system for air defence.

Minimum cost

Her cost has been kept to the minimum at which she can meet her main requirement, and secondary roles such as the hunting and destroying of submarines and surface ships, and undertaking shore bombardments.

The Type 42's sphere of operations is world-wide, with a minimum of dockyard support between four-yearly refits.



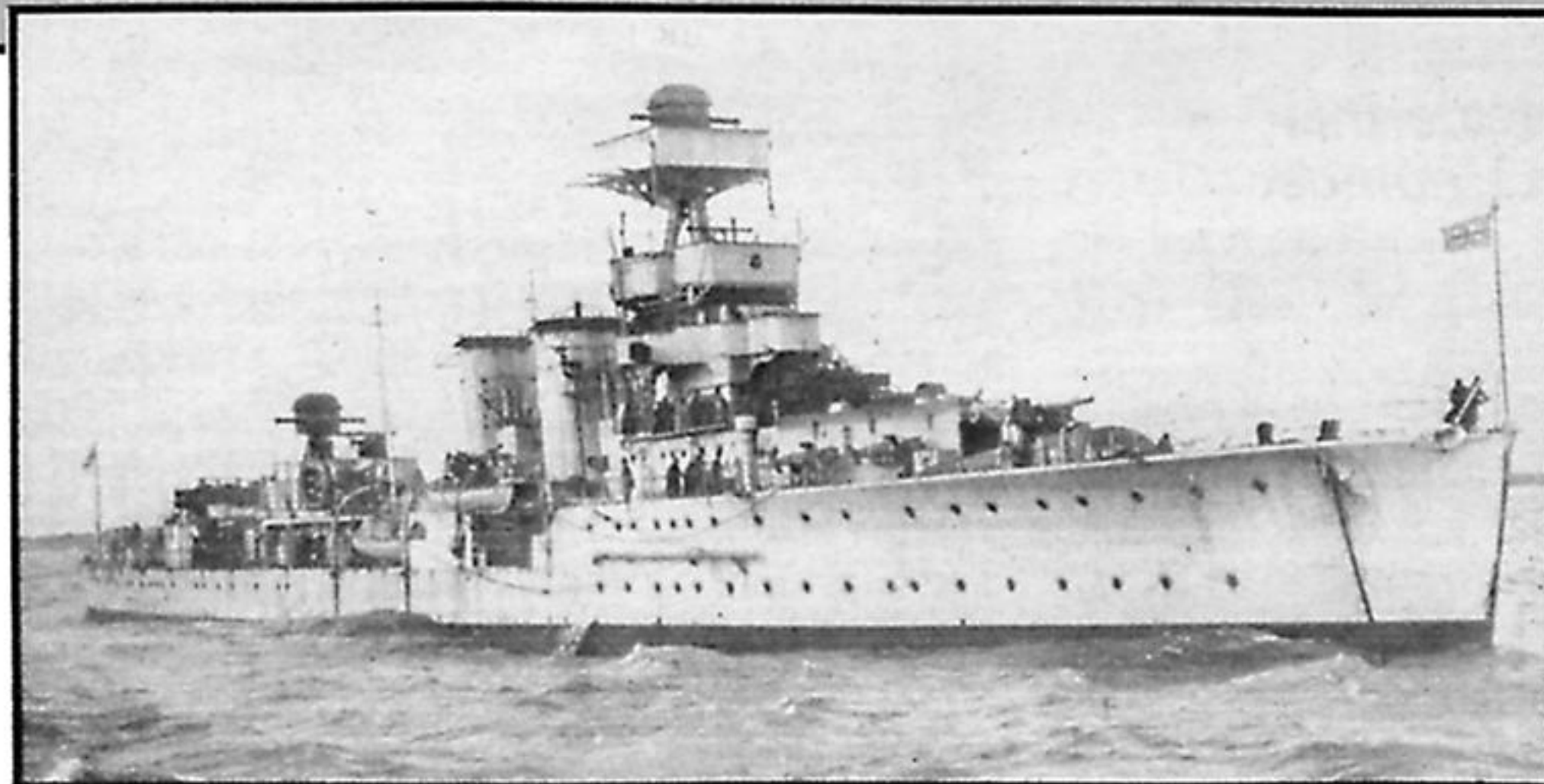
SHIPS OF THE ROYAL NAVY

No. 288



FULL CIRCLE

The wheel turns full circle for a former leading stoker who served in the old Coventry. Mr. Thomas Moggeridge of Weymouth gets the "feel" of the ship's wheel on the bridge of the modern destroyer while Lieut. Jon Welch explains the instrument panel. Tom, aged 71, visited the ship at Portland and was shown around by Lieut. Welch and POMEM Cyril Dallas. Tom also had the chance to chat to senior rates while being entertained in the CPOs Mess.



The old Coventry, sunk off Tobruk in 1942

Constant old girl of the Mediterranean . . .

Air defence is an inherited role for H.M.S. Coventry. Her predecessor, the fourth Coventry was an anti-aircraft cruiser which won seven Battle Honours in the Second World War.

She was built as a light cruiser during the First World War and converted to the AA role in 1935-36.

During the first year of Hitler's War she took part in a night attack on Narvik before being deployed to the Mediterranean. There she was a constant escort for Malta convoys and took part in an attack on Italian-held Benghazi.

She was torpedoed by an Italian submarine in December, 1940, but was back in action in the following March to protect troop convoys to

Greece. In April she supported a commando raid on Bardia, and a few days later was one of the covering ships for Operation Demon — the evacuation of Greece.

Under furious German air attacks she took part in the evacuation of Crete, rescuing 255 survivors from the AA cruiser H.M.S. Calcutta. On June 9 she provided cover for an operation during the occupation of Syria.

Her end came on September 14, 1942 when she was sunk by Stukas while supporting an abortive raid on Tobruk.

Battle Honours for the name are: Quiberon 1759; Trincomalee 1782; Atlantic, Norway and Spartivento 1940; Greece, Crete, Libya and Mediterranean 1941.

FACTS AND FIGURES

Displacement: 4,100 tons. Length: 410ft. Beam: 46ft. Draught: 19ft. Aircraft: one Lynx Mk. 2 helicopter. Armament: one twin Sea Dart medium range surface-to-air (surface-to-surface capability) GWS 30 system; one 4.5-inch automatic gun; two 20 mm Oerlikons; helicopter-launched Mk 44 anti-submarine torpedos; six anti-submarine torpedo tubes (triples) for Mk 46. Propulsion: COGOG arrangement of Rolls-Royce Olympus gas turbines for full power, 50,000 s.h.p.; two Rolls-Royce Tyne gas turbines for cruising, 8,000 s.h.p.; c.p. propellers; two shafts. Speed: 30 knots. Range: 4,500 miles at 18 knots. Complement 268 officers and men.

Our list of post-cards in the Ships of the Royal Navy series appears in Page 32.

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NN/11/79

Azores: OUR hosts in '43

I read with interest the feature "Portuguese Play Mine Hosts" (September). There is, however, one point which requires clarification.

It was reported that the Angra fishermen had not seen the White Ensign for 82 years, but if this is so they could not have been looking. I was on the staff of Rear-Admiral Holt, SBNO Azores, in the force which landed at Angra from the troopship Franconia on October 6, 1943.

The escort included the carrier Fencer which certainly flew the White Ensign, as did other ships of the escort. The Fencer lay off Angra for about two weeks, so the fishermen had the opportunity to see the ensign.

The Naval H.Q. later moved to an airfield where we were under canvas. A suitable tree was felled, trimmed and made into a mast from which we flew the White Ensign in the middle of the naval camp. — H. Williams, (ex-CPOWTR), Cottingham, N. Humberside.

Signalman

Regarding the report that Angra, Azores, had not seen the White Ensign for 82 years, I served in the Azores in 1943-45.

With a special party, and as a leading signalman, I was beside Rear-Admiral Holt when he went ashore to negotiate a landing.

I served with him in the fort at Angra, and under the White Ensign, for six months in 1943, until sent up into the hills to build a radio station. — G. S. S. Wilyman (Ex-Signals), Victory Barracks, Chalfont St Giles, Bucks.

ASSISTANCE TO AUTHORS

Mr. John Winton, of Bryn Clwyd, Llandyrnog, Denbigh, Clwyd, has been commissioned to write a biography of Admiral of the Fleet Earl Jellicoe and would like to receive anecdotes, reminiscences or biographical material about the admiral from readers, or their relatives, who served under him.

Mr. L. Baker, of 27 Woolslope Road, West Moors, Near Wimborne, Dorset, who is completing research on the loss of H.M. submarine Affray, wishes to contact anyone connected with the submarine during the period January-April 1951.

Mr. Laurie Manton, Hon. Curator, Coastguard Museum, c/o 4 Higher Rydons, Brixham, TQ5 8QD is writing a book on the rescue of survivors, by William Pillar and the crew of the Brixham trawler "Provident," from H.M.S. Formidable, torpedoed on January 1, 1915 by U24. He is seeking information from survivors.

Cross-wires in R.N.R.?

I was interested in the views of Ex-Jack Dusty and of my fellow Reservists CPOWTR Bradshaw and CREL Jarman.

On completion of two weeks' training in H.M.S. Heron I was asked if there was any possibility of me doing a further two weeks as they were short of staff.

However, following completion of a five-year engagement, I have been told that owing to the new scheme of complement I cannot sign on again as I am surplus to requirements and will have to be transferred to List 5. This means I may do only one period of training every five years.

I thought the R.N.R. was supposed to

be recruiting a further 1,000 men. Has someone, somewhere got their wires crossed? — G. J. Mackay (POSA R.N.R.), Ex-R.N. H.M.S. Wessex.

Deserved rise

Having recently served on the R.N. Permanent Staff at an R.N.R. Division, I point out how much the Reservists deserve their increased tax-free bounty.

Men and women from all walks of life devote two evenings a week to attend the Division, besides undertaking the compulsory 14-day annual training commitment in an R.N. ship or establishment which in many cases has to be taken as part

of their annual holidays in their civilian employment.

The men and ships are not idle at the week-ends either — training continues unabated. Enthusiasm is not dampened by lack of ships (causing hull-sharing between divisions miles apart) or lack of men. Perhaps the latter will ameliorate with the latest bounty increase.

I felt privileged to work with such a unit and experience another facet of naval life, and I would like to appeal to all personnel leaving the Royal Navy to think about joining this very worthwhile force which is in need of their expertise, and to keep the Navy in their lives — C. M. Frey (LWren), H.M.S. Rooke.

Giant uckers

Regarding the uckers rules correspondence, I recall it being played on the flight deck of H.M.S. Eagle in 1937-38 on a board about 12ft. square. A large dice was thrown from a bucket and large counters pushed around the board with broom handles.

All the teams had to wear fancy dress and excitement was intense. In those days we had little entertainment of the ready-made variety and we got a huge amount of enjoyment out of our own efforts — W. G. Mills. (Ex-CYS, Swindon).

LETTERS TO THE EDITOR

Don't crowd Jack out of the Navy

Having read with interest letters concerning retention of personnel, could I as a chief with almost 20 years completed make a few points?

First I think accommodation must be improved, not only in new ships but older ones, too. For example, senior rates' messes in DLGs are even more overcrowded than in previous years.

Although more than 50 per cent. do not smoke, everyone has to live in a constantly smokey atmosphere which gives a smell to clothes and sheets. To lie in bed with eyes sore from nicotine is really no good for anyone's health.

Concerning money, it is morally wrong that there should be any difference in wages between persons of the same rank just because one is married and the other single. It cannot be justified, and the hardship it causes to divorced people, especially, should not be allowed.

More leave is a "must," especially in the light of working more hours. And everyone I've met thinks there should be more money for sea service. After 30

days' accumulative time away from the U.K., why not reduce income tax?

We should move towards the American idea of officer/rating relationship. It just doesn't make sense, for example, to have separate galleys, one for 460 and another for 40 as in a DLG. The food is normally very good in the larger galley, anyway.

Responsibility which has been eroded from senior rates over the years must be returned.

There are other things, but of them all I rate accommodation as the most urgent, followed by a shake-up of the management and divisional system — CPO, BFPO Ships.

Dittybox

memory

Regarding the recent article and letter about Navy News, could I mention the Dittybox, which was the first magazine for the Royal Navy. It was launched in 1944 and its editor was the late

Cdr. T. W. Woodroffe (of "Fleet's lit up" fame).

Sadly the Dittybox was forced to close down with the January 1949 issue, by which time appreciative readers' letters indicated that it was being read in places as far apart as Fiji, Chile, Shanghai, Sydney and Kicking Horse Pass.

I have a few spare copies but would any interested applicants please send along appropriate postage. — A. Cecil Hampshire, former assistant editor, The Dittybox, 6, Southbourne Gardens, Eastcote, Ruislip, Middlesex.

Note this

number

It was intriguing to find written on a pound note in my change the number "D/JX 125913."

As an ex-scribe I realised that this was the official number of a "Guzz" rating who must now be about 70, and who probably joined in 1926. I wonder if he is a reader of Navy News? — D. P. F. Birmingham (Lieut. R.N. (retd.), St David's, Dyfed.

Raleigh

memorial

Your article about H.M.S. Raleigh (July edition) brought back memories.

While serving aboard H.M.S. Heliotrope (Flower class sloop) on the America / West Indies Squadron we visited the Belle Isles Straits where the Raleigh foundered on August 8, 1922.

We carried a memorial stone to those ratings who were



SHE'S THEIR NO. 1 FAN!

When members of the ship's company of H.M.S. Sheffield took part in a five-a-side soccer tournament at the British Aerospace open day at Hatfield, they were able to meet up again with their "No. 1 fan," Sue Oughton.

In a letter to Navy News, Sue had written nice things about the Sheffield after visiting the destroyer while on holiday in Portugal.

She is pictured at the open day between LPT1 Ian McCall and LWEM Roy Lovell, while behind are WEM Gary Sobol, WEM Mick Sims, WEM Geoff Ellis, and LMEM(L) Chuck Berry.

The Sheffield team took part in the tournament at the invitation of Admiral Sir Raymond Lygo, and they received a commemorative plaque from Lady Lygo.

drowned, and this was erected in the cemetery. One of the existing memorials bore the names of William J. Sowden, Silas Field, George Thornhill, Edward P. Effard and Sydney G. Tripp. — H. Crossley (Lieut. R.N., ret'd.), South Shields, Tyne and Wear.

Mr. Crossley sent snapshots of the grave and memorial, which he is willing to give to any relations who may be interested. — Editor.

Sea Prince

query

The Second World War Aircraft Preservation Society has recently moved to new and larger premises at Lasham airfield,

Hants, and is now able to display complete aircraft. One of our recent acquisitions is a Sea Prince Mk.1 Reg. No. WF 137, and so far we have been unable to discover any of its history or obtain parts to complete its restoration.

The aircraft is one of four produced in 1959 for the Royal Navy for communications and, while not of Second World War vintage, we feel it is worthy of our efforts. If any reader can supply information it would be very much appreciated.

I would also be pleased to hear from anyone with an interest in historic aircraft and able to join us at Lasham. — Mrs. J. E. Lawrence, Secretary, SWWAPS, 55 Melrose Walk, Basingstoke, Hampshire.

Farewell, Harry de Wheels

Many R.N. and ex-R.N. (and Marines) will leave with sorrow of the death of "Harry de Wheels," of Sydney, Australia.

How great it was to be able to obtain a hot dog or meat pie from Harry just outside the main gate of Garden Island when proceeding — sometimes unsteadily — back on board in the middle of the night.

I first made his acquaintance when I came here in H.M.S. Chichester, again while in H.M.S. Victorious and lastly when finishing my service in

H.M.S. Whitby — F. W. Howard. Ex-LCK(0), Carlingbah. N.S.W.

● Mr. Howard encloses a Sydney newspaper cutting with a picture of Harry's van under the headline "The world's best known Sydney eating spot." It mentions that Henry Charles Edwards was no ordinary pie-man, being pies and peas purveyor to the gentry, showbusiness celebrities and the public for 33 years. His Cafe de Wheels was once visited by Marlene Dietrich.



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Noble Scott under fire

It is strange that so many seem compelled to denigrate our famous people. The recently published book "Scott and Amundsen" by Roland Huntford alleges that Capt. Scott, the leader of the 1911-12 Antarctic Expedition, was, to say the least, incompetent.

When I first joined the Royal Navy well over 50 years ago, there were still plenty of men around who had known and served with Capt. Scott. The most notable of them was "Evans of the Broke" — Rear-Admiral E. R. G. Evans.

I never once heard a disparaging remark about Capt. Scott. All the men who went on his expedition were volunteers and those who couldn't go were broken-hearted.

Great hero

Jack Tar has always been a very discerning character; if Scott had not been a 100 per cent. leader in the eyes of the men he would never have had so many clamouring to follow him.

As a lieutenant, Rear-Admiral Evans was second in command of the expedition. I was with him when he was Commodore of Chatham Barracks and he would get parties of men together (to say nothing of civilians during Navy Weeks) and lecture them on the expedition. He did not talk about himself, but about the noble qualities, humanity and outstanding character of Scott.

Any man who could command such loyalty and respect must have been worthy to be acclaimed as one of Britain's greatest heroes. — G. F. Seymour, Waltham Abbey, Essex.

Joining the

□ Zubian

The editorial comment (July issue) to the "Zubian" letter of Cdr. Woodhouse is in itself correct, but the commander's statement that the builders joined the ships seems to indicate that a shipbuilding firm did the job. It was actually done by the "owners" (the Admiralty) at H.M. Dockyard, Chatham.

The procedure was similar to that used in all the Navy yards in the large alterations to the T-class submarines, except that the latter had an extra midships section inserted to make the boats longer. — H. C. Felton (ex-chippie), Gillingham.

Caring Service for a diver in trouble

I express sincere thanks on behalf of myself, my club and the Sub-Aqua Association for the way Royal Navy doctors and medical staff, assisted by Pro-Dive Falmouth, made possible my recovery from an unfortunate accident.

This happened while I was diving with my club on the Isles of Scilly and, although the dive was carried out within the specified tables, I still fell victim to a condition requiring emergency action.

I was taken unconscious back to shore, where a Royal Navy helicopter transported me to Falmouth, via Culdrose. I thank the crew for their efficient action and the comforting chat of the "Scouse" aircrew diver.

After being recompressed by Pro-Dive of Falmouth, I was put back in the hands of the Navy and taken back to Culdrose. Next day I was moved to R.N. Hospital, Plymouth, where I started a week of stringent tests.

The doctors, nursing staff and patients were courteous and friendly, and each department carried out its tests efficiently. The exhaustive examinations by Navy doctors on a civilian serve only to make one feel a pride in the Service.

I know full well the nuisance caused by sports divers and for my part, as a national officer of the Sub-Aqua Association, will be looking into this very question — R. W. Wootton, Worcester Park, Surrey.

Kindness

May I express my heartfelt thanks to the staff of the R.N. Hospital, Stonehouse. Recently we suffered the bereavement of a beloved husband and father, who was treated at Stonehouse with a skill, kindness and gentleness which left us with a feeling of appreciative admiration.

Although they could not save

him, we will always remember what they did for him with gratitude — Mrs. Jose Barnett, Honicknowle, Plymouth.

Leviathan

□ memories

With reference to H.M.S. Leviathan (July issue), I can confirm that in 1940 she was berthed in Portsmouth Dockyard, the rumour being that the engines intended for her were used for H.M.S. Vanguard.

Like your correspondent Bob Lennon I am also a member of the Australasian Order of Old Bastards, or A.O.O.B. So Bob had better make sure he carries his membership card as he may get slapped on the back and the drinks are on him.

My lodge is Newcastle-on-Humber, the president being Leo Bradshaw, Arch Bastard. — F. E. McCabe, Billingham, Cleveland.

Christmas card

□ extraordinaire

I was serving in the Navy in 1939 and was aboard H.M.S. Eagle in Singapore the day war broke out. At Christmas, 1939, I received a Christmas card from the King and Queen.

Could you tell me who received those cards? Was it only the Far Eastern Fleet or everyone in the Far East, because ever since I left the Navy I have never come across an ex-naval man or Serviceman who has seen one. — G. Parker, Darwen, Lancs.

Family

□ sought

I have in my possession a photograph album formerly owned by Lieut.-Cdr. R. D. Rowe and covering the period of his service from the spring cruise of Colossus in 1914 to H.M.S. Cardiff in the mid-Thirties.

I am anxious to contact the family of Lieut.-Cdr. Rowe to restore the album to them and should be grateful if any readers could advise me whether they have knowledge of the family's whereabouts or whether they were at any time shipmates of Lieut.-Cdr. Rowe. — R. G. Woods, Manager, National Westminster Bank Ltd, 98, High Street, Chatham, Kent.



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As well as a joint account we can provide you with a budget account, standing orders and various other services.

They can be very useful - especially when you're in the Services yourself.

 **NatWest**

Going down the hatch!



It was a case of "down the hatch" in more ways than one for Defence Secretary Mr. Francis Pym when he dropped in on the Polaris submarine H.M.S. Resolution as she neared her Faslane base. Our pictures show Mr. Pym being winched down to the submarine by Sea King and sharing a jar and a joke with Chief Mechanician "Genghis" Willis, President of the CPOs' mess.

Flying start for Andrew

Midshipman Prince Andrew chats to the Minister of State for Defence, Lord Strathcona, at Britannia Royal Naval College, Dartmouth.

Lord Strathcona was guest of honour at a combined mess dinner after he toured the college and had tea with officers under training. Pictured with the Prince and the Minister is Officer Cadet M. W. Roberts.

Prince Andrew is now more than half way through his ground training at Dartmouth as a helicopter pilot and he will be posted to R.A.F. Leeming, North Yorkshire, next May or June to start his flying career with the Royal Navy.

● How to address a Prince — Page 16.

PETEREL GOES TO COLLEGE

H.M.S. Peterel has joined H.M.S. Sandpiper at Dartmouth to form the Britannia Royal Naval College's Navigational Training Squadron. A rededication service to mark the squadron's inauguration was held at Sandquay.

Before the service, both ships' companies were inspected by the Sandpiper's sponsor, Mrs. P. Marrack, and later a cake was cut by the wives of the ships' commanding officers and the two youngest ratings.

H.M.S. Peterel arrived at Dartmouth after a four-month refit and conversion at Rosyth. She has undergone extensive messdeck conversions and acquired an enclosed



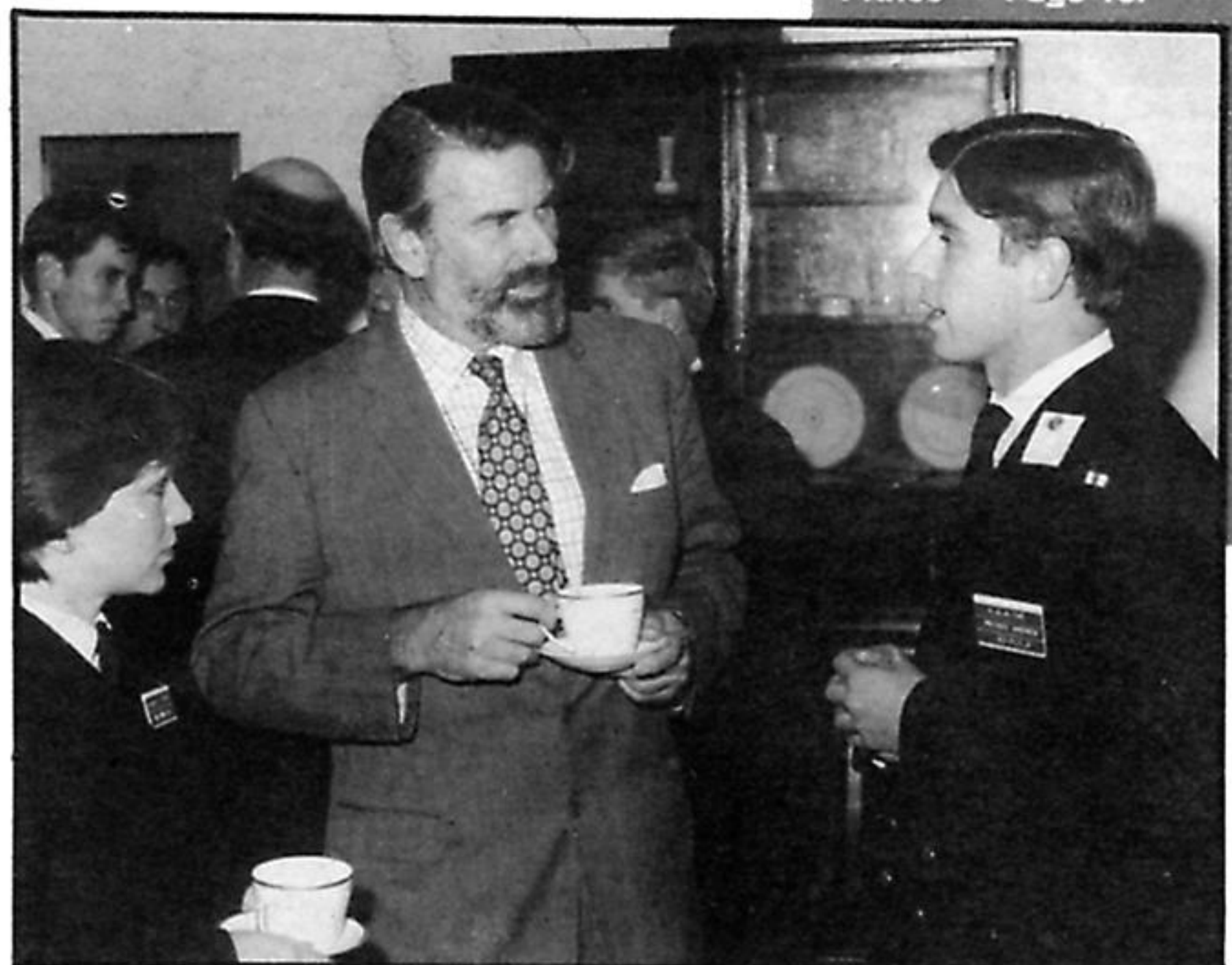
H.M.S. Peterel

bridge fitted with four purpose-built chart tables, a second radar display and Decca Navigator.

She can now accommodate ten officers under training and a staff officer in addition to her own ship's company of three officers, three senior ratings and 13 junior ratings.

After post-refit trials and work-up at Rosyth, the Peterel completed a ten-day training cruise through the Western Isles, followed by a five-day visit to Arcachon, France, culminating in the annual Festival of the Sea celebrations.

H.M.S. Sandpiper has been operating at Dartmouth since April.



Picture: Charles Risk

APPOINTMENTS

Promotions to flag rank

Three promotions to flag rank in January have been announced.

Capt. D. C. Jenkin, commanding officer of H.M.S. Hermes, is to be promoted rear-admiral on January 7 and to be Flag Officer First Flotilla in April.

Capt. D. W. Brown, commanding officer of H.M.S. Bristol, is to be promoted rear-admiral from the same date and to be Assistant Chief of the Defence Staff (Operations) in March.

Capt. J. S. Grove, commanding officer of H.M.S. Figsard, is to be promoted rear-admiral from January and to be Chief Staff Officer (Engineering) to Commander-in-Chief Fleet in April.

Other appointments recently announced include:

Capt. W. A. Higgins, Drake in command February 12 (Granted rank of commodore).

Capt. C. D. Farley-Sutton, Cochrane for Vulcan in command, February 1.

Surg. Capt. E. E. P. Barnard, As Deputy Medical Director General (Naval) and Director of Medical Personnel and Logistics in the rank of surgeon commodore, March 18.

Cdr. F. A. Collins, As DPR(N) December 7 (Granted acting rank of captain before

promotion to captain from December 31).

Cdr. R. E. Woolgar, Abdiel in command and as Senior Officer 1st MCM Squadron, February 13.

Lieut-Cdr P. A. C. Wheen, Bronington December 18 and in command and as Cdr MCM2 (Granted acting rank of commander before promotion to commander from December 31).

Lieut-Cdr J. M. Edmonds, Wakeful March 4 and in command.

Lieut-Cdr D. M. Baird, Staff Officer Severn Div. R.N.R. and in command R.N. Perm. Staff and Venturer in command.

OBITUARY

One of the Royal Navy's first submariners, Mr. George Baker, has died in Tasmania, aged 99. His service between 1897 and 1917, when he was invalided out after hospital ship Orana was sunk by a U-boat, included membership of the crew of the first submarine in 1904. He also served in the cruisers Albion and Inflexible.

B. J. Riley, AELMN(A)1, H.M.S. Avenger, September 29.

B. B. Permain, CPO(SEA), H.M.S. Hecla, September 29.

M. S. Fotherby, WEM(R), W.T. Forest Moor, October 7.

Sydney Hart, Second World War submariner, aged 64.

D. H. J. Hine, Ex-CPOCK, D/MX 916607, Latterly H.M. ships Hampshire, Kent, Whitby, Norfolk and Pembroke, aged 45.

New Matron-in-Chief

Miss M. E. Collins is to be promoted and appointed Matron-in-Chief of Queen Alexandra's Royal Naval Nursing Service next March.

After holding a number of hospital posts, she joined the QARNNS in 1953 and served at naval hospitals at home and abroad and other establishments.

Following promotion to matron in 1972, she served at Plymouth and Portsmouth and was promoted principal matron in 1976. Earlier this year she was appointed Principal Matron (Naval Hospitals).



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Apprentice to chief in just eight years

It can take as little as eight years from the start of a Tiffy apprenticeship to CPO's rate — and half the lieutenants in the Royal Navy's Engineering Branch are ex-artificers. These are just two of the points made in an audio-visual presentation based on the Navy's need for Tiffies and which has now embarked on a tour of about 60 towns and cities.

With the Navy currently contending with a Tiffy shortage — and a recruiting target this year of nearly 600 — this new-style campaign to recruit more volunteers to train as apprentices into artificers (and to recruit trained artificers if possible) is aimed at adult audiences consisting of those who advise youth. Potential applicants will also be welcome at the presentations.

Raymond Baxter has recorded part of the commentary, and serving personnel give the other part. Seven hundred transparencies are used during the 40-minute presentation which tells of the challenge of change faced by the Tiffies as the next decade sees the fruition of 20 years' work to produce a Fleet to take the Navy into the 21st Century.

Most of them join as artificer apprentices, and the naval training to T.E.C. Diploma level is recognized by all branches of industry and the Council for Engineering Institutes. In addition, they are taught naval specialized equipment and managerial skills to fit them for middle management.

SANDWICH COURSE

Outlined in the presentation is their training programme, which starts with a common basic year in H.M.S. Fisgard. Depending on specialization they go on to H.M.S. Collingwood, Daedalus, or Caledonia, where they follow what is, in effect, a sandwich course, the practice being found with operational ships or aircraft.

Their fifth and last year is spent at sea. This completes their apprenticeship and they become petty officers earning more than £6,000 a year at today's rates. Advancement is wide open.

Lead presenter for the country-wide tour is Lieut.-Cdr. Alf Kendall, who joined the Navy as an artificer apprentice with the class of May, 1950. The Weapons Electrical Section of this class was 30-strong on passing out and since then 25 per cent. have become officers, two rising to commander. Two others are now managing directors.

Lieut.-Cdr. Kendall's appointments have included principal naval overseer at

Butterworth shipyard while on loan service with the Royal Malaysian Navy.

Anyone interested in artificer apprentice training and the presentation should write to Room 04, Archway Block

North, MOD, Old Admiralty Building, Spring Gardens, London, SW1A 2BE.

● Right: Fire-fighting practice on H.M.S. Daedalus airfield — part of the Tiffies' training.



Tiffies' project no castle in the air!



● At an informal ceremony the Crathes Castle project is handed over by the Port Admiral, Rosyth (Rear-Admiral John Nunn) to the Chairman of the National Trust for Scotland (the Marquess of Bute). With them are Apprentices Miller, Emanuel, Stephenson, and Caldwell.

Artificer apprentices from H.M.S. Caledonia have been demonstrating that Tiffy craft skill and ingenuity start early. An unusual alliance between the Royal Navy and the National Trust for Scotland has resulted in the opening of an accommodation centre for youth organizations at Crathes Castle, a Trust property near Aberdeen.

The centre was created by apprentices over 20 months and in five phases by successive classes who designed, planned and completed the work for their particular phase. In all, 220 apprentices worked on the project, involving 1,000 man-hours.

The Crathes Castle project is latest in a series of self-administered courses forming part of naval general training. These involve planning and production phases to allow apprentices to exercise craft skills and develop leadership potential in an environment differing from that of formal training in an establishment.

During the production phase staff are present only to monitor the individual and group performances and to provide guidance and safety checks.

STABLE CONVERTED

Previous projects have included the building of simple bridges and bothies in the Scottish hills and the long-term conversion of a disused mill at Dail, Loch Rannoch, for use as an R and IT training centre by H.M.S. Caledonia.

The accommodation centre now opened at Crathes Castle has involved conversion of a derelict stable building into accommodation for 34 in four-berth cabins, a fully-fitted kitchen, dining and recreation space and all domestic facilities.

The National Trust for Scotland paid for the materials — and in return received a low-cost hostel as a result of the Navy's community service work.

Lieut. Mike Palmer, who has overseen the project from the start, admitted to being a little apprehensive initially because of the diversity of skills demanded of the apprentices. But as an ex-shipwright artificer well able to provide much of the advice, he is pleased with a highly successful finished product which should benefit many youth organizations in future years.

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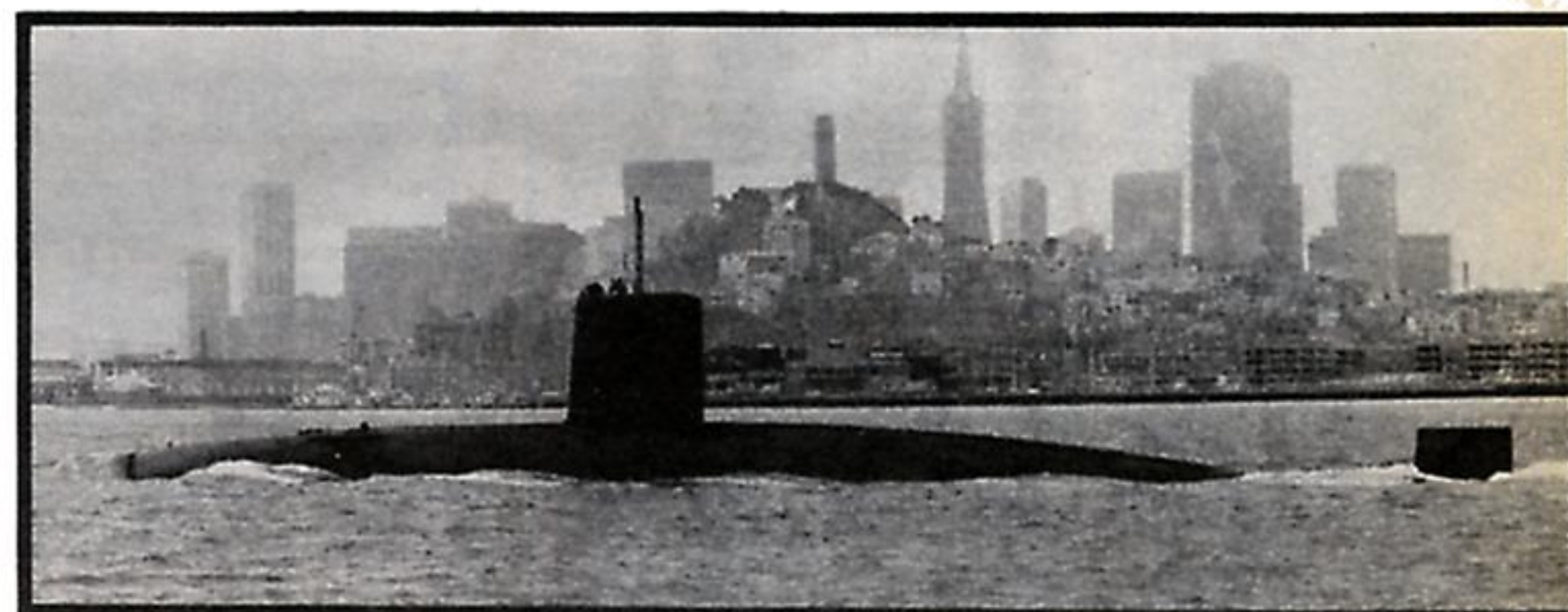
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CALIFORNIA, HERE WE ARE!



San Francisco opened up its Golden Gate for H.M.S. Churchill when the nuclear-powered submarine paid a rare visit to the Californian city.

And a swinging time was had by all: while the boat was there the city felt an earth tremor which reached 5.9 on the Richter scale. Fortunately the epi-centre was well to the south of the city and there was no loss of life and little damage.

The Faslane-based Churchill, pictured gliding past the San Francisco waterfront, had taken a short

break from trials and exercises in the San Diego area to make the 500-mile passage north. On berthing she was greeted by the commanding officer of the first nuclear-powered warship, the U.S.S. Nautilus, and the commanding officer of the U.S.S. Pollack, joint host boats.

The crew quickly became involved in a variety of sports and local hospitality arranged by the British Consulate and the large contingent of British ex-patriots in the area.

Blue-berets and oranges

Below — Royal Marines of 41 Commando provide escorts for the farmers who own land in the buffer zone so that they can continue to cultivate the extremely fertile land in the western half of the U.N. controlled "corridor" between Turkish and Greek cease fire lines.
Picture: PO(Phot) Peter Holdgate.

Officers and men of 41 Commando Royal Marines are due back from Cyprus this month after six months of peace-keeping duties for the United Nations. During that time they have swapped their traditional green berets for the light blue of the U.N. Force.

One of their tasks has been to ride "shotgun" for local farmers tending their crops in the fertile buffer zone, a strip of land that runs between Greek and Turkish cease-fire lines.

So successful has this operation been, that many of the Royal Marines now know more than a little about growing oranges, lemons, potatoes and green beans!

But life for the Royals has not been one long idyll in the orange groves. Their peace-keeping task is one of the most difficult policing jobs in the world.

DUAL ROLE

Since May, 41 Commando has been fulfilling a dual role as British Battalion assigned to the U.N. Force in Cyprus (UNFICYP) and Reserve Battalion for the Eastern Sovereign Base Area at Dhekelia.

The U.N. element, 342 Royal Marines under Lieut.-Colonel Thomas Secombe, commanding officer of 41 Commando, has been based at St David's Camp, four miles from Nicosia's international airport. Their responsibility has been the narrow strip of land — 15 miles from north coast to south — serving as the United Nations buffer zone.

BUFFER ZONE

The buffer zone ranges from open, arid grazing land to some of the most fertile and prosperous citrus farming land on the island.

Observation posts are situated along the entire length of this corridor of peace, and it is patrolled daily.

The Dhekelia element, 297 Royal Marines under the command of Lieut.-Colonel Malcolm Cavan, has been responsible for guarding the Ayios Nikolaos communications facility, manning the observation posts and monitoring movements to and from the nearby Turkish-controlled northern part of the island. These Marines retained their green berets.

TEN WRENS

Attached to 41 Commando are 12 Royal Navy personnel and a detachment of ten Wrens. Lieut. Alex Manning R.N., 41 Commando's instructor and education officer, found himself with the interesting job of Operation (Economic) Officer for the U.N. element.

Responsible for U.N. aid in the whole sector, Lieut. Manning was involved in weekly welfare visits to Greeks in the Turkish north and to Turkish Cypriots in the Greek-controlled south.

Wren Julie Tooke was one of four Wrens serving at St David's Camp. As the education officer's assistant she visited Royal Marines in the observation posts along the patrol track. Such was her enthusiasm that she soon had the Marines enrolling for correspondence courses ranging from Russian to commercial art.

FIRST MEDALS

The Wrens were the first regular Servicewomen to serve with the U.N. in Cyprus, and the first British Servicewomen to receive U.N. Cyprus medals.

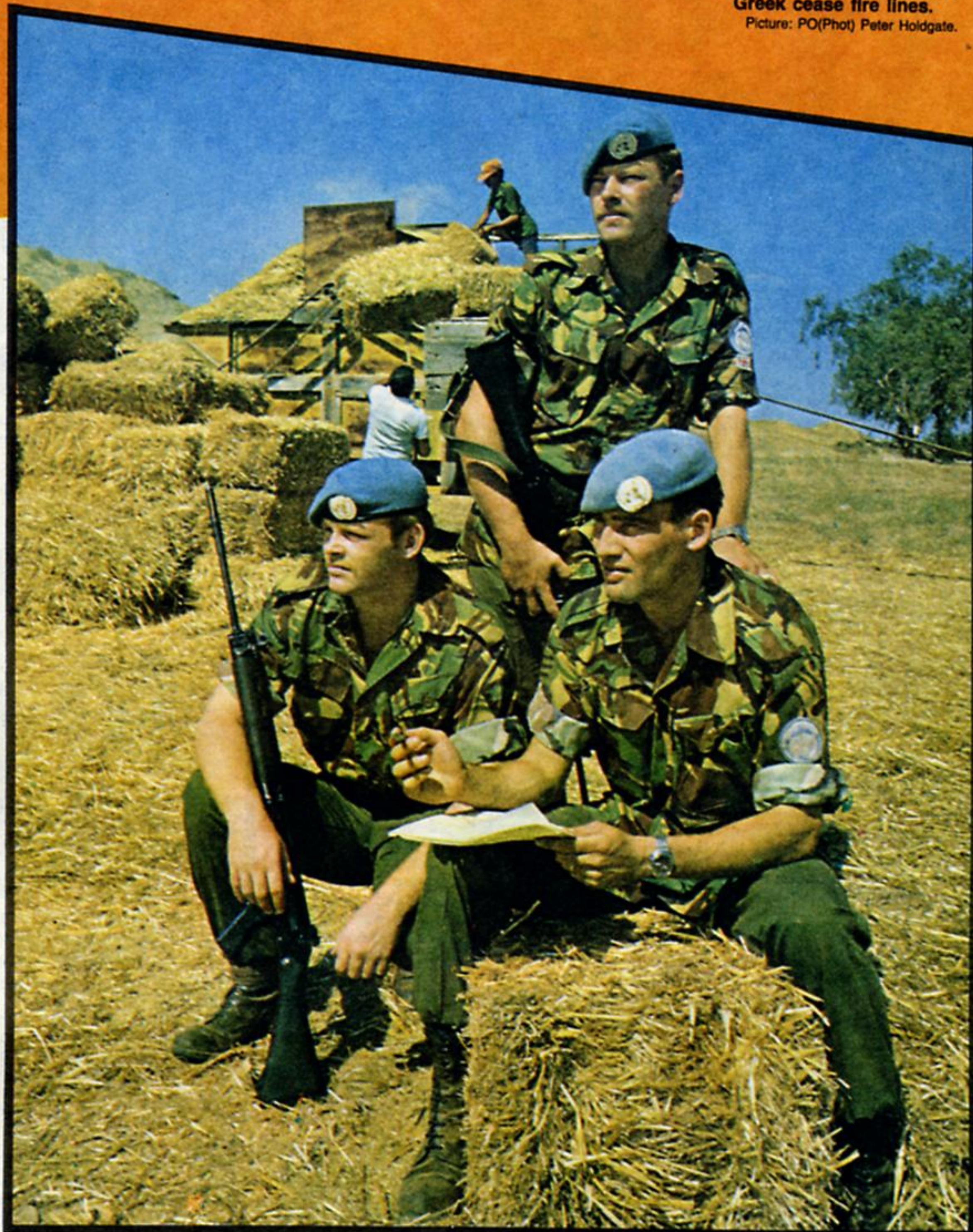
Officers and men of 41 Commando and the R.N. contingent were presented with the United Nations Medal at a ceremony on September 10. The Band of the Royal Marines Commando Forces played during the impressive sunset parade, and Lieut. Manning and LWren Christine Hackett were among the six chosen as representatives to receive the medal from Brigadier General J. A. Cotter, Canadian Army, second in command of the U.N. Force in Cyprus.



Above — Pictured with one of his elderly Greek Cypriot charges in Kyrenia is Lieut. Alex Manning R.N., 41 Commando's instructor officer. In his U.N. "hat" he was responsible for aid in the sector.

Picture: Cpl Dave Dodgin.

Royal Marines keep peace in Cyprus



Members of 41 Commando R.M. who represented their unit at the medal parade are pictured wearing their United Nations (Cyprus) Medals. With them are four Wrens who became the first British Servicewomen to receive a U.N. medal. Back row (left to right) are Cpl Dave Dodgin, CSgt. John Stoker, Lieut. Alex Manning R.N., MNE Colin Burrell and MNE Keith Cherry. Front row are Wren Ros Russell, Wren Julia Treweek, LWren Christine Hackett and LWren Julie Tooke.

Picture: PO(Phot) Peter Holdgate.



Left — MNE Steve Pickett and LWren Julie Tooke load Red Cross rations at the Red Cross headquarters, Nicosia. The supplies were later delivered to Greek Cypriots in Kyrenia.

Right — A Royal Marine of 41 Commando rides "shotgun" in the buffer zone between Greek and Turkish cease fire lines.

Pictures: Cpl Dave Dodgin.





Max Bygraves and "hands" in action in H.M.S. Bulwark's hangar! Max received some impromptu assistance from several hands, led by LS Jan Farmiloe, during his song "You Need Hands."



Among the many visitors to H.M.S. Bulwark at Gibraltar were these pupils and staff from Bulwark House of St Christopher's School, Gibraltar. They are pictured on the ship's flight deck.

Max stirs it up in Intrepid . . .

H.M.S. Intrepid's Christmas pud should be a real treat. Max Bygraves visited the B.R.N.C. Dartmouth training ship at Gibraltar to tip in a gallon or two of the locally available "Pusser's Rum."

There was no shortage of volunteers to give Max a hand with the stirring of the pud, which has had to be closely guarded to preserve it for Christmas.

The Intrepid visited Gibraltar on a training cruise of the Mediterranean with midshipmen from Dartmouth embarked.

Before returning to Portsmouth this month the ship was due to visit Athens, Istanbul, Alexandria and Palermo.

While at Gibraltar, two teams of runners from the Intrepid completed a Round the Rock sponsored marathon which raised more than £500 for charity. Royal Marines and midshipmen made up the bulk of the runners, and each team completed more than 200 miles. Cyclists from the ship's Air Department covered more than 700 miles in a 24-hour non-stop relay.

. . . and sings for Bulwark

Max Bygraves got all the "hands" he needed when two of the Royal Navy's biggest ships, H.M.S. Bulwark and H.M.S. Intrepid, visited Gibraltar. "Hands to sing" and "Hands to stir" were just two of the orders that went out when the popular entertainer went on board the two ships.

The singer was on the Rock for a series of concerts sponsored by the British Forces Broadcasting Service.

He gave a memorable performance in H.M.S. Bulwark's hangar, including his song "You Need Hands," appropriately accompanied by LS Jan Farmiloe and some Bulwark "hands."

The Bulwark spent three weeks in Gibraltar Dockyard before taking part in a number of exercises in the Mediterranean.

Visitors to the ship included the Lord Chief Justice, Lord Widgery, staff and pupils from Bulwark House of St Christopher's School, Gibraltar, and Sea Cadets from Carshalton, Sutton and Wallington.

In addition to the usual Top of the Rock race, 846 Naval Air Squadron organized a sponsored bed-push up the Rock and raised more than £150 for children's charities. Lieut. Robin Sharman and POACMN Peter Gibbs and Mike Hogan led a team of 20 to the top in 37 minutes.

Third Officer Sandy Pearce, based in H.M.S. Rooke, volunteered to occupy the bed, kindly lent by R.N. hospital Gibraltar.

ROCK RELAY

A ship's relay team ran 217 miles round the rock in 24 hours to raise another £110 for local charities and Corben Lodge.

As a community project, ship's company members gave the local RSPCA a facelift.

On the sporting front, the Bulwark won eight out of 11 events against H.M.S. Intrepid, the hockey team won all of its five games against local opposition, and the soccer team won four out of seven.

Embarked in the Bulwark was the band of the 47th Royal Dragoon Guards, the ship's "chummy" regiment. They played on deck as the ship entered harbour, and were much in demand on the Rock.

With two other Service bands they gave a memorable concert in St Michael's Cave, proceeds of which went to Service and local charities, and played at Ship's Divisions when the inspecting officer was Flag Officer Gibraltar, Rear-Admiral G. I. Pritchard.



Oh brother! What have we got here? What we've got are four sets of brothers, all serving in H.M.S. Intrepid. In the back row are AB Steve and Chris Gardham; and at the front (left to right) are LCKs Rod and Tom Meadows, LCK Malcolm and STD Stuart King, and MEM Howard Jones and brother David, an AB.

Picture: LA(Phot) Keith Sturge.

FAMILY NEWS IN BRIEF

Gala day for U.K. swimmers

Against stiff competition from the U.S.A. and a combined Portuguese and dependants' team, the United Kingdom won the first swimming gala at Comiberlant Headquarters in Portugal.

An added attraction for the afternoon was a barbecue and bar provided by the Junior Rates Club.

A number of self-catering units at Both Worlds Hotel have been leased for the winter months to reduce the waiting time for temporary accommodation for those requiring married quarters at Gibraltar.

H.M.S. Rooke says present quarters waiting times are: Senior rates, 2-4 weeks; junior rates, 6-8 weeks; caravans and self-catering chalet accommodation, up to two weeks. There is no waiting time for officers.

From Borrowash, near Derby, comes a letter by Mr. and Mrs. George Emery expressing thanks for the "great day" they had when H.M.S. Fife returned to Portsmouth following her mercy mission in the West Indies.

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A PAGE FOR

FAMILIES

There's fun in sharing the strain of handicap

Parents who are daunted at the prospect of occupying their children during summer holidays will appreciate what a problem this presents when a child is handicapped. And as can happen in a naval family, one parent has to cope alone.

It was a problem Bob Dixon and his wife Terry had to face when their daughter Angela, who is confined to a wheelchair, was isolated from children of her own age during summer holidays.

At the time, Bob, like others in the Navy, had not registered Angela with the Naval Personal and Family Service. As he put it: "In those days we had a distrust and suspicion of Naval Welfare and feared the implications in our Welfare Packs. Thank heavens we live in more enlightened times."

Faced with the problem of an unhappy child who was getting difficult to manage during long holiday periods, Bob and his wife, who is a teacher of handicapped children, formed an ad hoc playgroup in the Portsmouth area.

Swimming

The group, now in its fifth year, operates for three weeks every summer during which naval and civilian children have a lot of fun. The group is run on a voluntary basis and caters for any child regardless of his or her type of handicap.

Banishing that old Welfare Pack bogey
— Page 18

Bob and Terry Dixon with their daughters Angela and Evelyn. Bob and Terry have formed a playgroup for handicapped children like Angela.

The children are helped by naval and civilian parents and by local volunteers and organizations. They are ferried daily to and from the centre, and activities range from swimming and crafts to outings along the coast. Recently, divers from H.M.S. Vernon and members of the R.N. Regulating School have been among the helpers.

Bob, a Naval Social Worker, with NPFS, says only good can come from registering a handicapped child with the Navy.

Having first-hand knowledge of the problems which arise when one tries to go

it alone, he urges those who have not sought advice to do so. He can be reached by writing to the Naval Personal and Family Service, Swiftsure Block, H.M.S. Nelson, Portsmouth.

● Naval families with children who are handicapped either physically or mentally may not be aware that the Ministry of Defence has special arrangements to advise and assist parents who face this problem. Full details are given in the official announcement DCI (RN) 630.

Christmas package

The Union Jack Club is repeating last year's "package deal" offer with reduced rates to members and ex-Service members over Christmas.

The period covered is December 22 until breakfast on December 27, and included are breakfast daily, Christmas dinner and buffet supper on December 25, and a buffet/dance on December 26.

The charges for serving members (this automatically includes all ratings) and elected ex-Service members are: single rooms £38, double rooms £74, children under 13 £20.

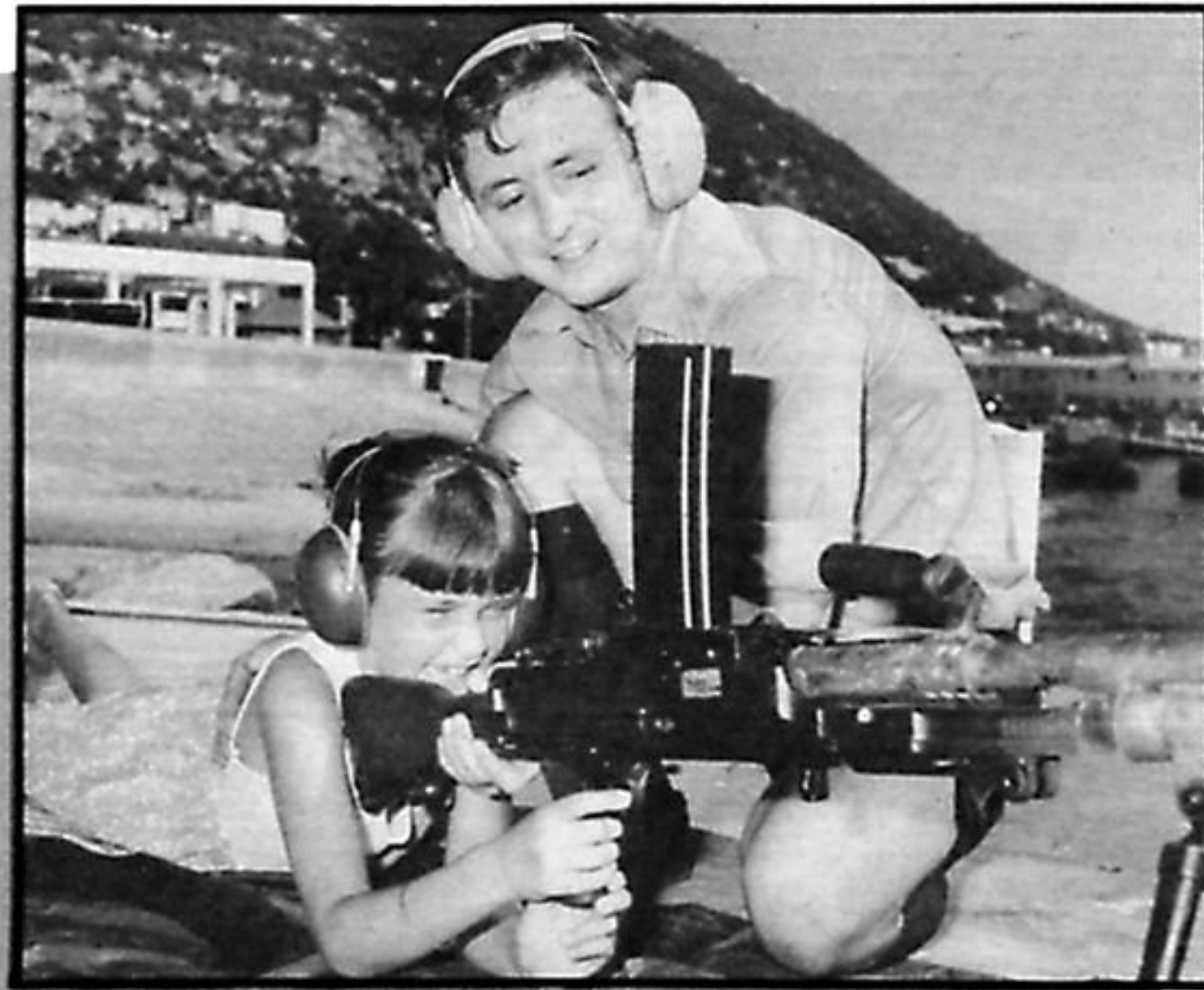
For further information and advance bookings you should write to the Union Jack Club, Sandell Street, London SE1 8UJ by November 30.

Someone, somewhere

"Perhaps writing to a few old friends will make me feel less lonely," writes Mrs. Edna Fisher, nee Hull, of 39 Otlands Walk, Druids Heath, Birmingham 14.

Before marriage she served as a LWRENCK(O) at H.M.S. Raleigh in 1953 to 56. Since the sudden death of her husband, former LCK Leonard Fisher of H.M.S. Fisgard, her only son has joined the Navy. It would cheer her up to have a letter from any of the following: PoWren WTR Lorna Turner, Joan Springett, Helen McCabe, Val Gooding, Kathy Bush and Daisy Peerless.

With a name like Rooke, you've just got to be bang on target in Gibraltar. Mary Louisa Rooke, the seven-year-old daughter of LS Rooke, tries the trigger for size under the watchful eye of AB(M) "Tug" Wilson at H.M.S. Rooke's "street party." She was one of 250 children who revelled in a demonstration of small arms armoured car and diving displays, boat rides and a slap up tea of ice-cream and stickies.



Polly's ship comes in



Watching "her" ship enter the naval base at Norfolk, Virginia, is 13-year-old Polly Kendrick. H.M.S. Hermes, in which Polly was christened, was joined by H.M. ships, Bristol, Galatea, Alacrity and Phoebe, and R.F.A.s Olwen and Regent for a conference with other units of NATO's Striking Fleet Atlantic before taking part in Exercise Ocean Safari. Polly's father, who formerly served in the Hermes, is now based in Norfolk.

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Mike springs trap on gun-runner

PO Mike Herron found himself in the middle of a Kojak-style drama the night he was approached by a would-be gunman in a hotel bar in Jacksonville, Florida.

Unlike the television Supercop, however, Mike's "episode" was real.

Now serving at R.N. air station Yeovilton, Mike's dramatic moment took place in August when he visited Florida with 814 Squadron. He and other members of the squadron were accommodated ashore in a Jacksonville hotel.

One night in the bar he was approached by an American who asked him to get hold of an automatic weapon. The man offered to pay handsomely and said he would return the following night.

Mike immediately contacted the local police — and agreed to take part in a trap to capture the gunrunner.

The following night the man appeared, and Mike told him there was a weapon in the boot of his hired car behind the hotel. The man parked nearby and, as arranged with the police, Mike handed over the weapon and received a hundred dollar bill.

As he did so, the trap was sprung. The felon jumped into his car, where he was promptly arrested at gunpoint.

For his bravery and co-operation, Mike has just received a letter of commendation from the Chief of Police, Orange Park, Florida.



Fearless salvage saga

Members of the ship's company of H.M.S. Fearless who salvaged the Greek freighter Athene in November 1976 may be wondering what happened to their salvage money. We are told that the Ship's Agent is keeping up the pressure. Two factors turning it into an unusually long saga are (a) the subsequent stranding of the Athene at Brindisi while under tow to Trieste, and (b) the fact that there are about 250 different cargo owners involved.

H.M.S. Arrow claims to be the first ship to use the new Engineering Branch titles. On September 1, the day the titles came into force, the Arrow was at Tarawa in the Gilbert Islands — 11 hours ahead of Greenwich Mean Time. The ship's Weapon Engineering Staff, the first in the Navy (!), have asked Navy News to record this fact for posterity.

Mr. P. Stevens where are you? If you still have the Arbuthnot Trophy, the Civil Service Motoring Association would like it back.

The aforementioned Mr. Stevens won the trophy at the C.S.M.A.'s 1976 Services motorcycle trial for the best performance by a naval officer. Mr. C. N. Bevenish, Assistant Secretary, C.S.M.A., Britannia House, Queens Road, Brighton BN1 3WY (Brighton (21921) is trying to trace the trophy.

We have heard no official reaction to the news that U.S. Navy doctors have issued an "alert" on the dangers of tonic water to their pilots.

There is, apparently, evidence that the quinine in tonic water can upset equilibrium and produce night blindness, blurred vision and abnormal colour vision. U.S. Army pilots have been told not to fly for 24 hours after drinking a tonic beverage.

Unofficial Fleet Air Arm reaction is likely to remain distinctly sceptical — at least until R.A.F. boffins have had a chance to repeat the American experiments. A naval signal outlining the U.S. Army alert quickly attracted the footnote: "Take your gin neat!"

And finally . . .

Overhead on a rain-soaked parade ground somewhere in the south of England: "Can't you do something about this weather, Father B. . . ?" Answer: "Sorry, I'm with sales, not management!"



Left — POWren WTR(G) Carole Kirk came second in the annual NATO trotting race in the Agnano Ippodromo, Naples. It was the first year the race had been opened to women. Carole, who is serving in the Allied Naval Forces Southern Europe H.Q. in Naples, had far less preparation time than the other contestants, but was only beaten by an Italian who has won the race three times in a row.

Picture: CPO(Phot) Les Warr.

Flying Corsair



Lieut. Scott Lidbetter is pictured in a Corsair A7 jet aircraft at Attack Squadron 174's Cecil Field base in Jacksonville, Florida. With him is Instructor Pilot John Leenhouts, a member of the American squadron. Lieut. Lidbetter, whose last ship was H.M.S. Ark Royal, is the first Royal Navy pilot to fly the Corsair. He will be attached to the squadron for two years as a weapons instructor, returning at the end of his exchange duties to fly the Sea Harrier.

Well done, old Rupert!



AD (Able Dog) Rupert has been made a three-badger by Capt. Geoffrey Dalton, Captain of H.M.S. Dryad. He has also been given permission to re-engage for pension. Capt. Dalton is pictured presenting Rupert with his third good conduct badge after hearing favourable reports of Rupert's general behaviour and attitude to service life from divisional officer, Lieut. Fred Wait.

Rupert joined the Navy as a JD (Junior Dog) and has spent his entire career at Fraser Gunnery Range, part of the School of Maritime Operations, H.M.S. Dryad.

Service documents record that Rupert's favourite off-duty activities are sleeping and eating. For the rest of the time he is to be found on permanent watch, assisting the quartermaster at Fraser's main gate.

On ceremonial occasions AD Rupert makes a fine figure in his number ones, escorted by LS Michael Duffy and other friends, including Mrs. Mary Osborne, one of Fraser's civilian staff, who usually has a piece of nutty ready for standeasy.

In spite of advancing years and expanding waistline, Rupert never shirks his duty, is always first on the scene for fire exercises, and gives valuable service in discouraging unauthorised visitors.



Cdr. Ian Brooks (left) is the first Special Duties List officer to become a Secretary to a Vice-Admiral. He was also the first S.D. officer to serve as Secretary to a Rear-Admiral. Cdr. Brooks takes up his new duties as Secretary to Flag Officer Scotland and Northern Ireland in December. He is currently Secretary to Rear-Admiral Kenneth Willis, Chief of Staff to the Commander-in-Chief Naval Home Command.

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Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only).

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The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

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Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS



Watching the roast during an on-board barbecue are H.M.S. Hecate's cooks, CK Joe Izzard, LCKs Jock Henning and Jan Skinner, and CK Steve Saul.

Hecate in the dark!

A survey task in the North Atlantic took H.M.S. Hecate into the clouds . . .

When the ship left Bristol for St John's, Newfoundland, she was engulfed by fog for seven days. And when she started her survey work in late July the ghostly conditions continued for the best part of a month — varied on two occasions by a touch of ice.

During the long periods at sea several on-board entertainments were organized, including an Ascot Day and an "It's a Knockout" competition.

Breaks from feeling her way

around the ocean came twice during August when the ship visited St John's. Exped. teams were landed with the object of seeing as much of Newfoundland as possible, travelling up to 500 miles.

More on-board events, including a village fete and barbecue, were held before the Hecate arrived in Gibraltar on September 14 for an assisted maintenance period.

The ship continues her survey work until mid-December, when she is due to return to Devonport for leave.



Entrants in the H.M.S. Hecate beard-growing competition. From left to right are ABs Jock Kane, Ken Southern, Sid Silk, LMA Jim Forbes and judge POMEM Taff Price. Winner was AB Southern.



H.M.S. Londonderry emerges from a four-year refit in Portsmouth Harbour. She now has three masts, a distinction she shares with H.M.S. Victory and H.M.Y. Britannia.

Big band success on tour

The Royal Marines Band of the Flag Officer Third Flotilla drew the crowds during a tour of the Eastern United States.

They left H.M.S. Hermes at Mayport, Florida, for two well-attended concerts in Atlanta, Georgia, followed by rehearsals at Hampton, Virginia, to prepare for a joint concert with the U.S. Continental Army Band.

PUBLIC CONCERT

Next stop was Philadelphia to play for ships of the First Frigate Squadron during their visit, and to fill public concert engagements. A large audience at the Independence hall included the British Consul-General and local dignitaries.

After sightseeing, and Beating Retreat at Penn's Landing, the band returned to Hampton for a marching display and the highlight of the tour — the joint concert before an audience of 3,000. Conducting was shared by five people, including the FOF3 Bandmaster, WO2 R. D. Baker, and BSGT F. W. Bennett.

HECTIC HERMES

H.M.S. Hermes sailed in Portsmouth Harbour on October 10 after four-and-a-half months of intense activity in foreign waters. A few days later she sailed again for Sea Harrier trials, and was due to return to Portsmouth on November 9 to catch up with summer and Christmas leave.

During her time abroad, the Hermes took part in five exercises and two Fleet trials. She also enjoyed three-and-a-half weeks in Mayport, Florida, and visited Norfolk, Virginia.

EXERCISES

The Hermes sailed from Norfolk with Rear-Admiral P. G. M. Herbert, Flag Officer Third Flotilla, embarked in his NATO appointment of Commander Anti-Submarine Warfare Group Two. On passage to Oban, the Hermes exercised with U.S. and Canadian units as a work-up to the NATO exercise



A Soviet Krivak-class guided missile destroyer passes close to H.M.S. Hermes in the Norwegian Sea during the big NATO exercise Ocean Safari early last month. A significant increase in intelligence gathering by Soviet ships and aircraft compared with last year was reported.

Picture: LA(Phot) Danny du Feu.

Ocean Safari in the North Atlantic and Norwegian Sea.

During Ocean Safari, the Hermes headed an ASW task group, and her Sea King helicopters of 814 and 824 Naval Air Squadrons and two Wessex V of 846 Squadron were in the air almost continuously. The Hermes may well have set a record for continuous hours at

flying stations during the 24-day period between leaving Norfolk and arriving at Bergen.

From Bergen she sailed for Portsmouth, to be met at Spithead by 1,500 wives, children and friends for passage into the harbour.

Rear-Admiral Herbert presented 814 Squadron with the Kelvin Hughes VECTAC trophy.

Lieut.-Cdr. Keith Hindle, 814's commanding officer, received the trophy.

● As reported in last month's Navy News, H.M.S. Hermes has been affected by a reshuffled dockyard programme. Hundreds of men due to leave her on her return to Portsmouth will now be sailing on with her in the New Year.

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We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus . . . and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

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Help BLESMA, please. We need money desperately. And, we promise you, not a penny of it will be wasted.



Donations and information:

Major The Earl of Ancaster, KCV0, TD,
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British Limbless Ex-Service Men's Association

'GIVE TO THOSE
WHO GAVE — PLEASE'

'New' Londonderry ready for trials role

New-look H.M.S. Londonderry recommissioned at Portsmouth on October 11. She has been extensively modernized during a four-year refit in Portsmouth Dockyard and will be used to test a wide range of mechanical and electronic equipment.

Her weapons systems have been replaced by a computer and new communications and navigation equipment. Her secondary role will be to provide navigational training facilities for young officers.

The outline of the ship, launched as a Rothesay-class frigate in 1958, has been radically changed by the addition of three masts, including a 40ft. portable mast fitted to house rotating aerials.

H.M.S. Londonderry, which will be a member of the Second Frigate Squadron, is under the command of Lieut.-Cdr. H. A. E. Powlett. Lieut.-Cdr. Powlett's wife, Kari, cut the commissioning cake with the help of the ship's youngest rating, JMEM William Murdoch.

GET WISE ON **DCI's**

When you address a Prince . . .

When an officer is also a prince, how should he be addressed? Official guidance is given, now that Prince Andrew has joined the Britannia Royal Naval College, Dartmouth, as a midshipman on a short career commission (Supplementary List) for flying duties.

It is the intention (says the statement) that the Prince's naval career should be as normal as possible. He will be carrying out the duties of any officer serving in a similar appointment.

During his naval career he will be styled simply by his rank followed by "The Prince Andrew." Thus, initially, he will be "Midshipman The Prince Andrew."

His Royal Highness is to be addressed as follows:

- When on duty or under normal Service conditions: senior officers and officers of equal rank to the Prince should address him as "Prince Andrew." Officers of junior rank, NCOs and ratings, should address him as "Sir."
- Informally and socially: Prince Andrew should be granted the respect and privileges of a member of the Royal Family, in that on first meeting him, males should bow and

females curtsy and address the Prince as "Your Royal Highness," thereafter using either "Prince Andrew" or "Sir" as applicable.

DCI (RN) 564

★ WRNS release

The present voluntary retirement waiting period of between six and nine months for WRNS officers causes undue turbulence in officers' appointments, and is at variance with the Admiralty Board intention that WRNS officers should share more evenly both the opportunities and obligations of the R.N.

The avoidance of turbulence is particularly important now that increased opportunities for wider employment involve more interchange in appointments between WRNS and R.N. officers.

In future, therefore, all WRNS officers applying to retire voluntarily will normally be required to wait for between nine and 15

months from the date of application.

However, special consideration will continue to be given when compassionate reasons for earlier release are advanced.

DCI (RN) 625

★ Wren exam

In the WRNS Weapon Analyst category, the system of advancement to leading Wren will now include a mandatory provisional examination, in order to bring them into line with other WRNS categories.

DCI (RN) 587

★ ES options

When the Extended Service Scheme was introduced, enabling ratings to serve beyond 22 years in designated billets and for officers to serve beyond normal retiring age, the rules excluded personnel currently on NCS and T100 terms of service from applying until completion of their engagements.

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

0830 - 0900
BOWING DRILLS
FOR H.R.H.

0900 - 0930
SLIPPED DISCS
FOR P.M.O.



Approval has now been given for personnel on NCS and T100 engagements to exercise an option to transfer to an Extended Service Engagement for the remainder of their current engagement. Full conditions of service applicable to the Extended Service Scheme must be accepted.

The closing date for the exercise of the option to transfer by both officers and ratings will be January 1, 1980. The effective date for the change of conditions of engagement for pay and allowance purposes will be the date of the application.

DCI (RN) 586

★ MQC rules

Candidates about to undergo the mechanician qualifying course (MQC) must have at least five years to serve on the date that the course starts.

Those who have less than five years to serve are required to re-engage on an LS2 engagement, to qualify for training. Such ratings, however, may now have the option of extending their service (Form S61) for the period necessary to cover the requirements of giving three years' return of service after completion of the course.

Where appropriate they will also be required to waive their right to give 18 months' notice of discharge until 18 months after completion of the MQC course.

The present options for completion of LS2 engagement which are open to men who fail or are withdrawn from the

course will also apply to men who extend their service.

They will not be obliged to complete their extension but may leave on the date when their previous engagement would have terminated, or be discharged "shore" if their previous engagement has already been completed. This option is to be exercised immediately on failure or withdrawal.

Men who wish to re-engage may do so at any time after completing five years' reckonable service. In the case of men who opt initially for an extension, re-engagement will be to complete the balance of 14 years' service.

DCI (RN) 585

Ski Navy

The Royal Naval Skiing Championships will be held at Cairngorm, Aviemore, from 3 to 7 March, 1980, being open to all commands, ships, establishments, R.M. units, and front-line naval air squadrons throughout the Royal Navy, Royal Marines, and Royal Naval Reserve.

★ Insurance

The National Transit Company, who operated a scheme for insuring personal effects in transit, have now withdrawn from the arrangement.

The insurance of personal and private property remains the responsibility of the owner. However, the Naafi Insurance

Branch and Lloyds Bank Insurance Services operate schemes for members of Her Majesty's Forces.

It is emphasised that these schemes are optional. Similar insurances may be obtainable from insurers by personal negotiation.

DCI (RN) 609

★ New badges

New badges are now being issued for wear by ratings in the Radio Operator (Submarine) Sub-branch of the Operations Branch. The badges comprise the basic device of wings crossed by lightning flash worn by all radio operators, but with the addition of integral designating letters "SM" below the device.

DCI (RN) 622

★ Good conduct

From January 1, 1980, qualifying service for the award of Good Conduct Badges will begin at the age of 17½ instead of 18 as at present. Similarly any rating with eight or 12 years of service from 17½ will be eligible for the award of a second or third Good Conduct Badge.

DCI (RN) 607

★ Beret badge

A less expensive officers' beret badge is being introduced as a replacement for the existing item, using gilding metal and nickel silver instead of the present gilded sterling silver. The price will be £3.11 instead of £5.69.

DCI (RN) 593

BUY A REAL PIECE OF H.M.S. ARK ROYAL OR H.M.S. EAGLE



An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.

PRICES FOR BOTH SHIPS

- Replica 2/8 Rum Measure £3.90 (p&p 40p)
Decorative 1 Pint Copper Tankard £6.90 (p&p 40p)
Decorative ½ Pint Copper Tankard £4.90 (p&p 40p)
2½in. Handbell £3.20 (p&p 30p) Paper Knife £2.20 (p&p 30p)
3in. Handbell £4.90 (p&p 40p) Ash Tray £1.60 (p&p 30p)



A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).



The now renowned full colour Robert Taylor Print of ARK ROYAL is available at £2.95 (p&p 50p) and his print 'The Last Phantom' is also available at £1.99 (p&p 50p, unless ordered at the same time as the ARK print).

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NAME

ADDRESS

COUNT-DOWN FOR WOOMERA

Woomera is a half-forgotten word wrapped in Top Secret and mystery, but it still exists — a place in Australia where the Australian and United Kingdom governments have maintained a rocket testing range since 1946.

The "joint project" is expected to be wound up next year, and while memories are still fresh, the Australian Trials Resources Laboratory staff are keen to produce a historical outline of the venture from its beginnings.

"A comprehensive scholarly record is not envisaged," says the official announcement, "but rather an account of some of the more interesting and significant aspects and events. The proposed history will be suitable mainly for the record and for those who already have some interest in activities at Woomera or Salisbury."

"Contributions, which it is suggested might cover such aspects as background, significant features, difficulties, achievements, personalities, humorous anecdotes, etc., are invited from any U.K. personnel who may at some time have been associated with Woomera. Photographs and other illustrations should be included where relevant."

Contributions should be sent to J. W. Barnes, TGW/F, Room 908, Fleetbank House, 2 to 6 Salisbury Square, London EC4Y 8AT for transmission to Australia.

DCI (RN) J 543



OUCH... BUT IT'S ALL IN A GOOD CAUSE...

Ooooh, it hurts! But those blisters are all in a good cause. Wren Heidi Skoludek, Lieut. J. Band and AB(MW) Smith stop for running repairs during a 45-mile trek to raise money for the Clint Mayo Trust. Lieut. Band, commanding officer of H.M.S. Soberton, all his

ship's company, and two Wrens from H.M.S. Pembroke walked from Chatham to Hastings to raise money for young Clint, who was born with such severe physical handicaps that he will need several "bionic" limbs as he grows. At £2,000 each, his limbs are expected

to cost about £20,000.

The Soberton's walkers all completed the course, as did Wrens Skoludek and Ingrid Foster, who went along to give the men some much appreciated moral support.

Picture: Wren Ingrid Foster.



HELPING HANDS

Timothy's treat



Magic for little Timothy Batkins of Plymouth, pictured here with LACMN Spear, was the day he was invited to visit H.M.S. Berwick's helicopter at Coypool, Plymouth, and then driven to the dockyard to see over the ship and given tea in the Wardroom.

Timothy (6) was in the Royal Navy Hospital's Plastic Surgery Ward at Stonehouse, undergoing surgery during Devonport Navy Days. He was so disappointed at missing Navy Days that his father wrote to the Royal Navy — and his special treat was promptly laid on.

Three-legged and legless

A sponsored three-legged race around 21 bars does not necessarily mean the participants will end up legless, as was proved by 13 teams from H.M.S. Rooke who took part in this form of handicapped pub-crawl around Gibraltar. In fact, they raised nearly £900 to buy a guide dog for the blind.

Each member had to drink a half pint of beer in every pub visited, but the risk of hangovers was lessened by having to eat a packet of crisps in every bar.

The hope now is to raise the balance of £1,400 to buy the dog by holding a charity disco and other events. When this is achieved, a Gibraltar travel firm have agreed to fly the blind person to the U.K. to collect the dog.

□ □ □

Ratings from H.M.S. Danae were "on the ball" when a local golf club decided to help the Beaumont House Chest Clinic. The ratings dived in a pond on the eighth fairway of Elfordleigh Golf Course, at Plympton, near Plymouth, recovered 1,039 golf balls, sold them back to club members, and raised £80 towards the cost of an electronic bronchial diagnosis machine for the clinic. The drivers were MEA(P) Gaskin, CMEM(M) Webb, MEMN(P) Scott, MEM(M)s McClimmonds, Lamacraft, Frances, Oliver and Cairns, LMEM(M) Jasper and AB Beecham.

□ □ □

For her ship's company's efforts in raising money for the Avon branch of the British Red Cross Society, H.M.S. Beagle has received a certificate of commendation from the President of the British Red Cross Society.

The crew's efforts included an 80 mile run and a tug of war against the local police force.

□ □ □

Thanks to the Safety Equipment section of R.N. air station Culdrose a dream has come true for seven-year-old Tracey Cock, of Camborne, a victim of muscular dystrophy. To enable Tracey to get to the shops and the beach, PO James Daly has built her a papoose, similar to one used for babies.

□ □ □

H.M.S. Dolphin, H.M.S. Centurion and H.M.S. Sultan helped raise £100 of the £600 raised in a Gosport flag day for the Le Court Cheshire Home.

What a pretty sight!

Plenty of fresh air and lovely Dorset scenery rewarded 35 Wrens from H.M.S. Osprey who walked the 12 cliff-top miles from Lulworth Cove (pictured) to Bowleaze to raise nearly £200 for the Women's Royal Naval Service Benevolent Trust.

CPO Roy Attenborough goes over the top at Llandaff Cathedral — to do some spring cleaning! The removal of brambles, weeds, small shrubs and trees from the high walls of the cathedral could have been a tricky and expensive business, until the Dean of Llandaff called in the experts of the R.N.R. Ratings from H.M.S. Cambria, led by CPO Attenborough, quickly weeded the walls while practising abseiling skills.

The cathedral now has a clean face and the Dean a happy smile, thanks to abseilers Seamen Mike Proctor, Mike Davies, Alan Spackman and Stephen Harrod.



Picture: Western Mail and Echo, Cardiff.

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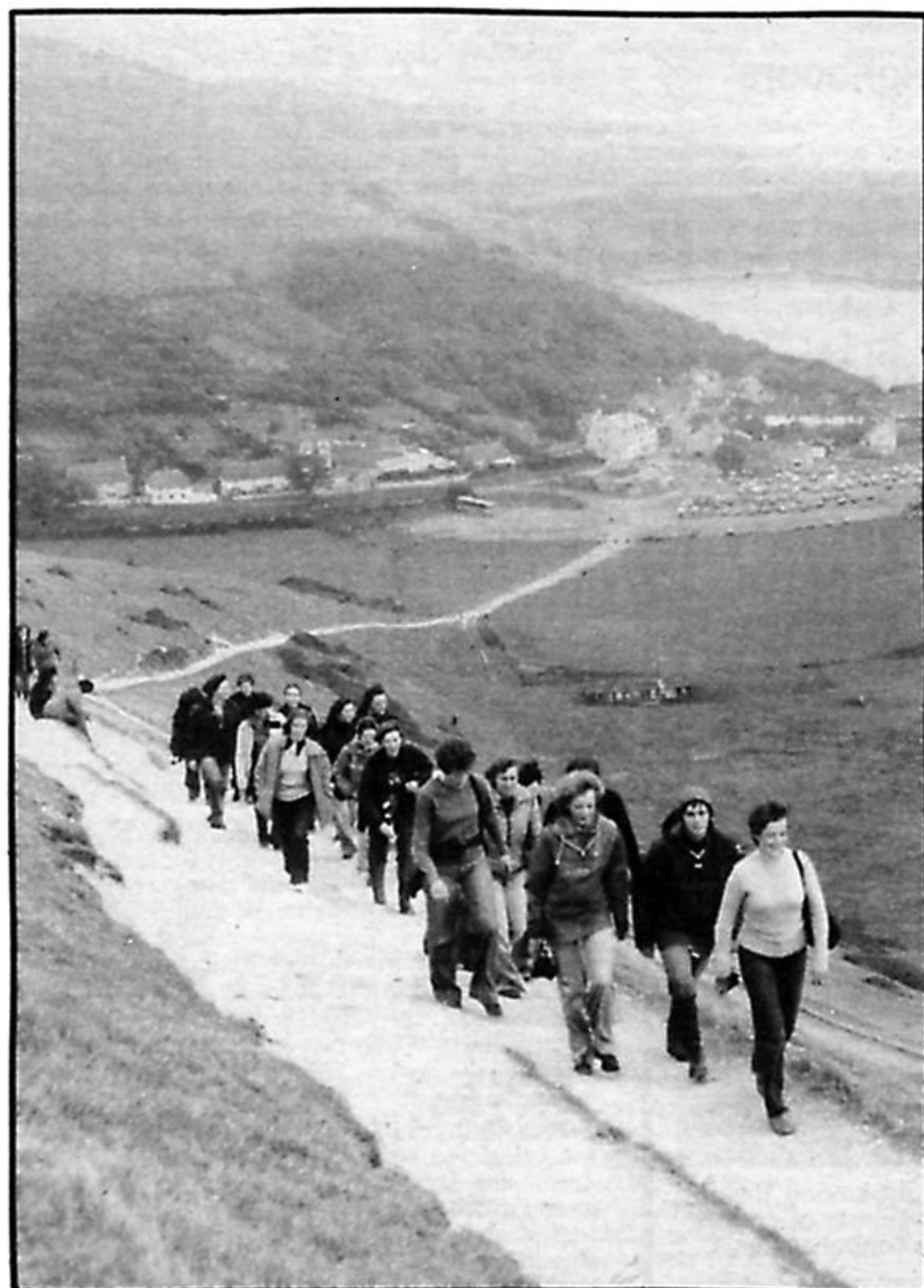
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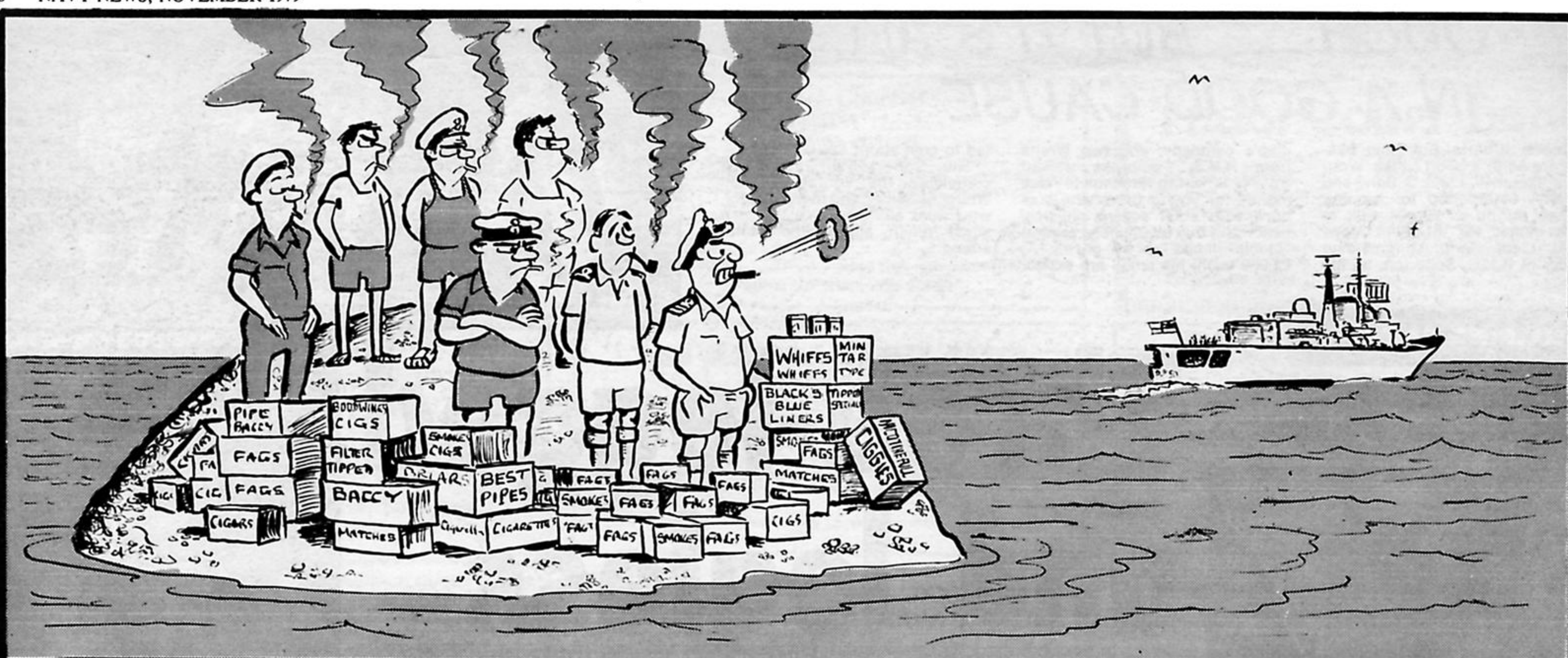
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"What's got up the noses of the non-smokers, I wonder?"

NEWSVIEW

Should ships put up a smokescreen?

News of marked and — in some cases — dramatic falls in the demand from sailors for Blue Liner cigarettes and pipe tobacco over the past few years may cause little surprise to many in view of the continuing health warning campaign.

Just as we were reporting these falls in our last edition, a chief serving at sea wrote giving vent to strongly-held feelings on having to live in a mess where the smoky atmosphere troubles him sorely, as well as impregnating clothing and bedding with tobacco smells. And this, he says, despite the fact that more than half his colleagues do not smoke.

Behind his clean-air call — the chief's views on this and other matters appear in Page 6 — lies a hazy problem area. In civilian life smoking is now banned in many places and meetings — indeed having to pop out for a quick drag has become routine for some.

Public and private

With a naval mess there is the problem that, in the sense of being shared, it is public, yet it is also "home", sometimes for months at a time, for both smoking and non-smoking sailors living in a confined space. And home is where you do as you please, isn't it?

So can it be possible for those who enjoy relaxing with a cigarette or pipe to exist amicably in close proximity to the ardent abstainers? With messes varying between ships, and the layout of sleeping and living spaces differing, the problem is no doubt more acutely felt in some ships than others. Perhaps some sensible compromises can (and have been?) worked out.

But there appears no easy solution and sadly the adage about not pleasing all of the people all of the time looks applicable.

Perhaps the real answer lies in the news item about the decline of Blue Liners and tobacco. If the demand for proprietary brands also shows and maintains this trend, the problem could dwindle into insignificance — and might even eventually vanish into thin air.

Sick jokes

The humour some find in seasickness is never shared by the sufferer. The Royal Navy, as we report in Page One, certainly takes the problem seriously enough to be trying hard to reduce the misery.

Those volunteers who swallow the bitter pill could make travel a far more pleasant experience for millions — and increase the efficiency of our Fleet into the bargain.

That most famous of all sufferers, Nelson, would have approved.

Banishing that old welfare pack bogey

Those concerned with the development and progress of the Naval Personal and Family Service (NPFS) report that, despite the fact that it has been in operation for nearly three years, very few naval people seem to know much about it.

Perhaps in a sense this is no bad thing. The task of a support service is to handle the requirement with minimum fuss and publicity.

On the other hand, it would be a great pity if the average man or woman continues to be unaware of the changes that have taken place in this field and the expanded service that is available to all members of the naval family.

Most are aware that when there is crisis or severe trouble at home, the Navy has an administrative system second to none in its ability to reunite the family.

However, the majority of a naval family's requirements are not ones of crisis, the kind of situation reflected in the welfare pack image of the past. The greatest change that has taken place during the past few years is the expansion of the old Family Welfare Organisation to cater for a variety of possible needs within our naval community and, indeed, for families wherever they are.

This is based on the premise that whereas the Navy requires people to help themselves — and is not in business to run an extension of the Welfare State — nevertheless it is aware that families require some help, advice and attention

from time to time, particularly in difficult periods when the husband is away or they are moving into a new environment.

Additionally, it is now recognized that many aspects of help or support may be personal and private, and if there is no need for naval action or involvement, assistance can and should be given on a confidential basis.

'Good neighbours'

From this has evolved the Family Service Organization, with teams of naval social workers operating closely with Wrens specifically trained for the task. They have been working in a preventive role within the naval community at the various port areas, with the backing of experienced administrative staff at the main offices (Nelson, Drake, Cochrane, Pembroke and Neptune).

Apart from a professional obligation to work with colleagues in other agencies such as the Social Services, hospitals, health visitors and Probation Service on behalf of naval people, they also act as a catalyst with voluntary wives'

groups. This has developed into several "good neighbour" self-help projects which are a very useful and important part of the scheme.

Also at the main port areas, and within some of the larger establishments, the Naval Community Organization is there to provide social and other resources such as playgroups, clinics, leisure activities. All of these fulfil a need for most of our young families — and the not-so-young!

Sailors and Families Advice Bureaux have been established for a long time now and provide valuable information on a range of naval and civilian matters. The "SAFABs," as they are called, help all members of the family to sort out and understand the mass of documentation and legislation which tends to cloud our lives these days.

The Naval Housing Organization is trying to satisfy the varied needs of well over half of naval families. This is almost an impossible task with a small staff when one considers the different needs, but progress is being made with plans which are being battled through the system.

The NHO believes that these plans will help to provide a sound domestic basis for the sailor at sea.

And, of course, the current Married Quarters Organization continues to provide its well-established service.

No intrusion

Fundamentally, this expanded task is geared to the concept of giving naval families what they deserve — a personal service, available to everyone, but not intruding upon privacy. It is available to men, women and children, officers and ratings, married and single people, and is based on a principle of giving a confidential and effective service which encompasses all requirements without a "welfare" tag.

The workers throughout the service operate without use of rank or rate; some are civilians and some are Service personnel, but all operate in plain clothes and with a responsibility to both the families and the Navy.

They are establishing a formula which gives the man at sea the knowledge that for his family at home there is available the best service and help which it is possible to get until he returns ashore.

And for those who might have lingering fears, they should accept that the only matters which are recorded are those which require naval administrative action.

Private matters remain strictly private and personal.

Perhaps the old bogey of the welfare pack will soon begin to disappear. It is hoped that this developing Service will continue to be seen not as an artificial prop to the inadequate, but useful to the number of independent and stable people who know that help and advice at the right time enables them to remain independent and stable.

SWEET, SWEET MUSIC



Miss United Kingdom, Carolyn Seaward, struck a note of delight among these Royal Marines musicians when they appeared together at the opening of a new store in Chatham. The men are from the band of the Royal Marines School of Music.

THE AUSSIE PYTHON SHOW!

Snakes alive! ... Sailors from H.M.S. Dido really got to grips with some of the local inhabitants when they visited Lone Pine Koala Sanctuary near Brisbane, Australia. Besides koala bears, LWEMs Desmond Wilson (left) and Emyr Williams found other cuddly examples of native wildlife, including this Australian python.

● Below: They're a long way from home — and many other places, too, as this signpost in Lone Pine Koala Sanctuary reminded sailors from H.M.S. Norfolk. They are (from left) LMEMs Burke and Snipe and MEAApp. Stevens.

● The Koala Sanctuary visit offered welcome relief from a hectic schedule for sailors taking part in the Group Eight Deployment to Australia, New Zealand and the Far East. The other vessels in the group are H.M. ships Falmouth, Achilles, Arethusa and Arrow and R.F.A.s Fort Grange, Olmeda, Black Rover and Lyness.



Links with old ships

During their visits Down Under, H.M. ships Norfolk and Arrow discovered links with their Second World War predecessors.

Among the visitors to the Norfolk in Sydney was Mr. Ronald Piper, an aviator in the old cruiser Norfolk, which saw action against the Bismarck and Scharnhorst.

He took on board a fragment of an 11in. shell which hit his ship during the Scharnhorst action.

During the missile destroyer's visit, Mr. Piper looked after two ratings on leave from the ship — REM Keith Sowden and AB(S) David Whitehead.

When the Arrow was alongside in Auckland, New Zealand, she was visited by Mr. John Johnson, who served as a stoker in the old destroyer between September 1939 until January 1941.

Mr. Johnson, who now lives in Auckland, went to sea in the Arrow for a day during the ship's "shop window" display for the Royal New Zealand Navy. He presented his medals to the ship and, in return, was presented with the frigate's crest by the commanding officer, Cdr. J. D. McPetrie.



Right: Sheikh-down for officers in H.M.S. Dido when they combined with senior rates to form a replenishment-at-sea team in H.M.S. Dido. With the supply officer, Lieut. David Porteus, is the Dido's deputy weapons engineering officer, Lieut. Arbuthnot Benison, wearing a souvenir of the frigate's visit to Latakia, Syria.



Sunday morning RAS and shine!

A Sunday morning replenishment at sea is a rare event, but the sailors of H.M.S. Dido had no problems in getting up early to see the combined wardroom and senior rates' RAS team in action.

Norfolk picture—Page 40

The novel idea, the brainchild of CPO "Sharkey" Ward and the ship's first lieutenant, Lieut.-Cdr. Ian Hughes, was a great success and the time achieved was within Fleet standards.

The Ikara Leander frigate was taking part of the Group Eight deployment to Australia and the Far East.

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Just like home!

Norfolk natives serving in H.M.S. Norfolk get together during the ship's visit to Norfolk Island en route from New Zealand to Fiji and Tonga. From left to right are SEA(M) Jeremy Coggin, MEM James Cann, STD Martin Cogman, LMEM Colin Perllman and AB Peter Grant.

HANDS ACROSS THE SEA FOR RAYLENE

Help has come from the other side of the world for a little Plymouth girl who needs special surgery in America. When CMEA Jim Beck heard of her plight he began an appeal on board his frigate, H.M.S. Dido, on Group Eight deployment to Australia.

While the Dido lay at Brisbane the ship's company raised £271 towards the Raylene Ellis

Appeal Fund, set up to enable her to receive facial-cranial operations in the United States.

Jim learned of the fund from his wife, Sheena, who lives at Tamerton Foliot, and enlisted two other Plymouth men on board — LWEMs "Streaky" Bacon and "Whisky" Walker — to help organize the Dido's contribution.

The resultant cheque was presented to CMEA Beck by the Dido's commanding officer, Cdr. Gerald Booth.

Chippies may be a dying breed, but they made their presence felt on the deployment when three in H.M.S. Norfolk were presented with medals in one day.

The Flag Officer Second Flotilla, Rear-Admiral Peter Stanford, presented the B.E.M. to CMEA(H) Colin Baskerville, a bar to a long service and good conduct medal to MEA(H) Eddie Cooke, and a long service and good conduct medal to Sub-Lieut. Allen Deakin, the shipwright officer.

And not to be left out, Chippie Mike-Gates received a brass medal from his colleagues commemorating the fact that on September 13, 1979, he was the only chippie on board not to get a medal!



WHO SAID SEAMANSHIP

*It's alive and well
... and progressing!*



Despite reports to the contrary, naval seamanship is alive and well and based on two old MTB slips in Portsmouth. Wedged between the busy Albert Johnson and Flathouse Quays is the Royal Navy Seamanship School, soon to move to H.M.S. Vernon.

The school occupies the slips, one of which has been converted into classrooms, offices and a display area. The outer slip still has its cradle and winch, and is used to take the school's boats out of the water for repair and cleaning.

1,000 students

Close contact with the sea brings a strong whiff of salt air right into the classrooms, through which nearly 1,000 students pass each year.

Main career courses for leading seamen and petty officers are designed to give the newly advanced rating the theoretical knowledge he needs.

He also gets a chance to put some of what he has learned

into practice, both in boats and in the inner slip RAS (Replenishment at Sea) rigs.

Subjects covered include anchors and cables, RAS, boatwork, ship husbandry and basic navigation. Much emphasis is placed on practical aspects of the subjects, a fact which most students value and enjoy.

Experts

Courses for commanding and executive officers update their knowledge. Frequently they find that details of seamanship procedures have changed since they were last at sea — particularly in the field of replenishments.

Special Duties officers go to the school for a course which fits them for their new role. At sea they may be expected to be experts on seamanship, and although they cover much the same subject matter as the petty officers, they go into it in much greater depth.

The school also caters for various other courses. Ratings, for instance, are sent from their ships for a two-day stint on the Gemini. They get a complete grounding in the construction, maintenance and stowage of the craft, and are fully trained to handle the boat.



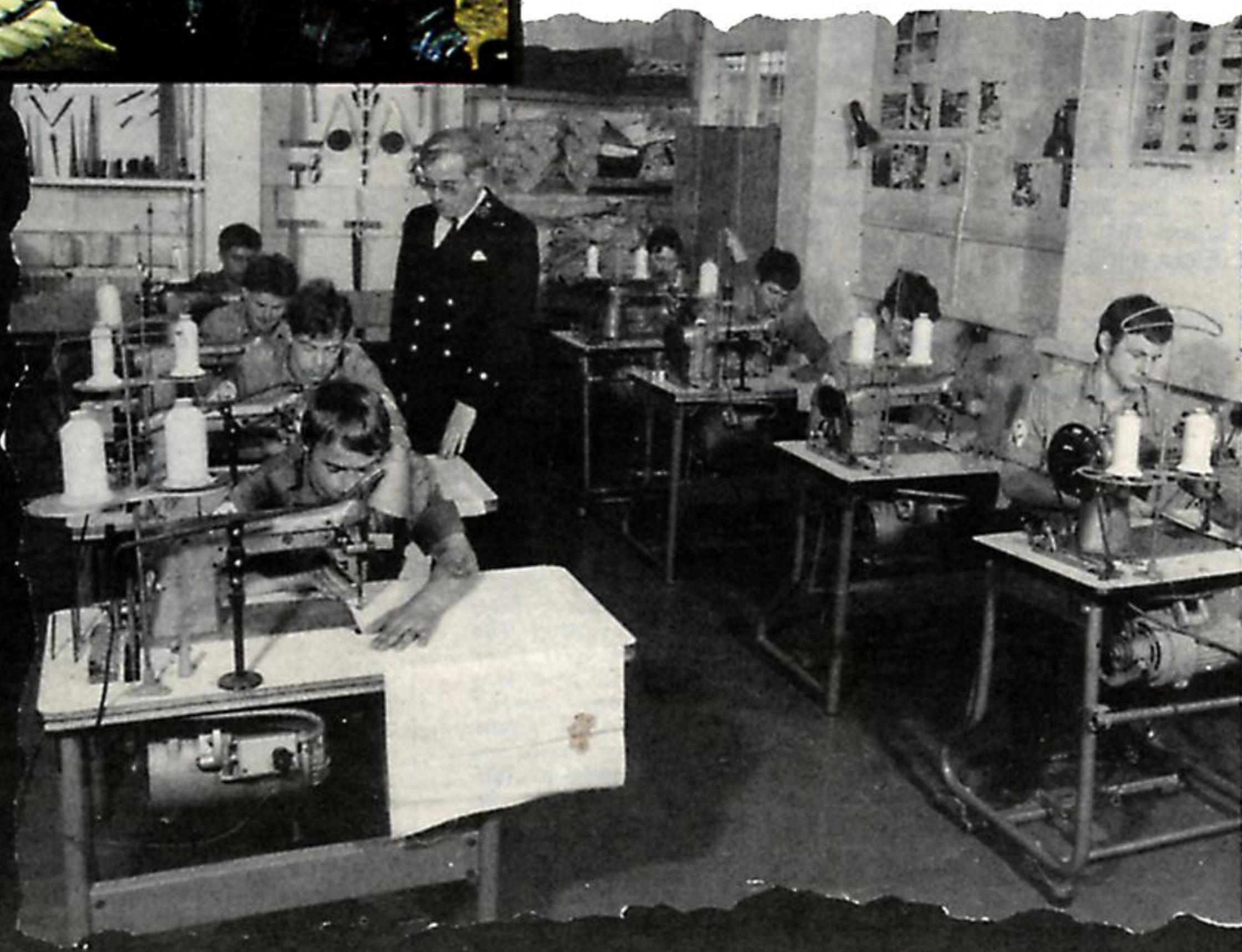
One of the Seamanship School's training for support duties in Cowes. Jim Cragg. Stern sheet man is SEAN.

The Fleet gets back a trained coxswain who can be made responsible for all aspects of Gemini operation.

Longest course run at the school is for boatswain's

ABOVE: Splicing wire at the Royal Navy Seamanship School at Portsmouth... here AB(SEA) Bean is being instructed in the skill by CPO(SEA) Bill Vince.

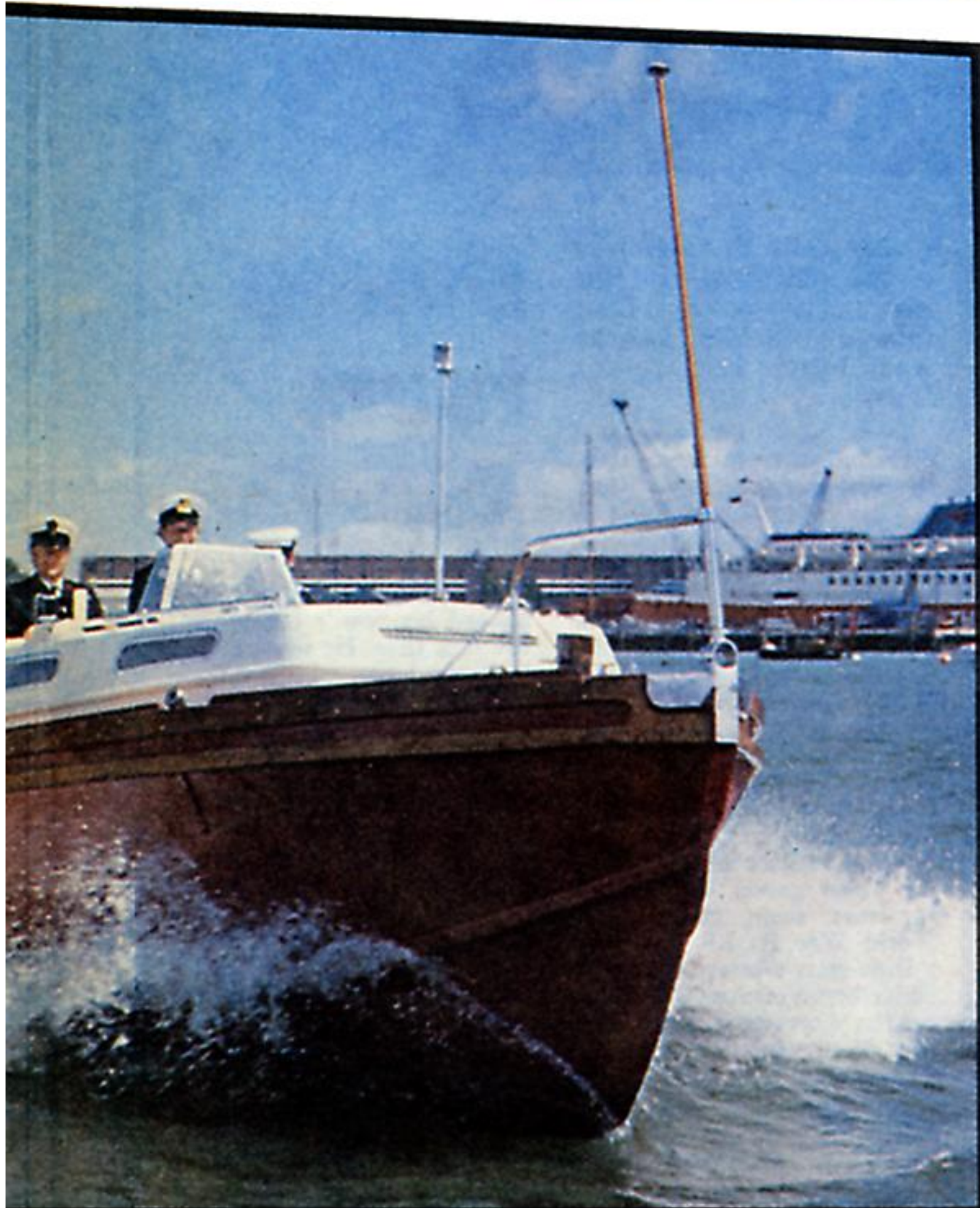
RIGHT: A class of boatswain's yeomen get the knowledge of sailmaking all sewn up — instructed by one of the four remaining sailmakers in the Service, CPO(SEA) Martin Fletcher.



Preparing for the worst is part of the boatswain's yeoman's training. Undergoing "dry" liferaft drill here are AB(M) Parker, AB(R) Griffiths.

Photographic team: Leslie Hyson, John Cunningham, Chris Sherin

SEAMANSHIP WAS DEAD ?



... inches cuts through the waters of Portsmouth Harbour during ... week. Coxswain is Mid. David Broadley and instructor is CPO(SEA) ... Ian Biggs and fenders are MEMs Steven Gilder and Brian Harris.

omen. It lasts for six weeks, ... ring which the able seaman ... taught various skills which ... ke him an invaluable member ... a ship's seamanship team. ... He is taught to handle, splice

and maintain natural and man-made cordage and wire ropes; to maintain and rig RAS and tow gear; and to work in canvas and PVC by hand and machine.

New ideas

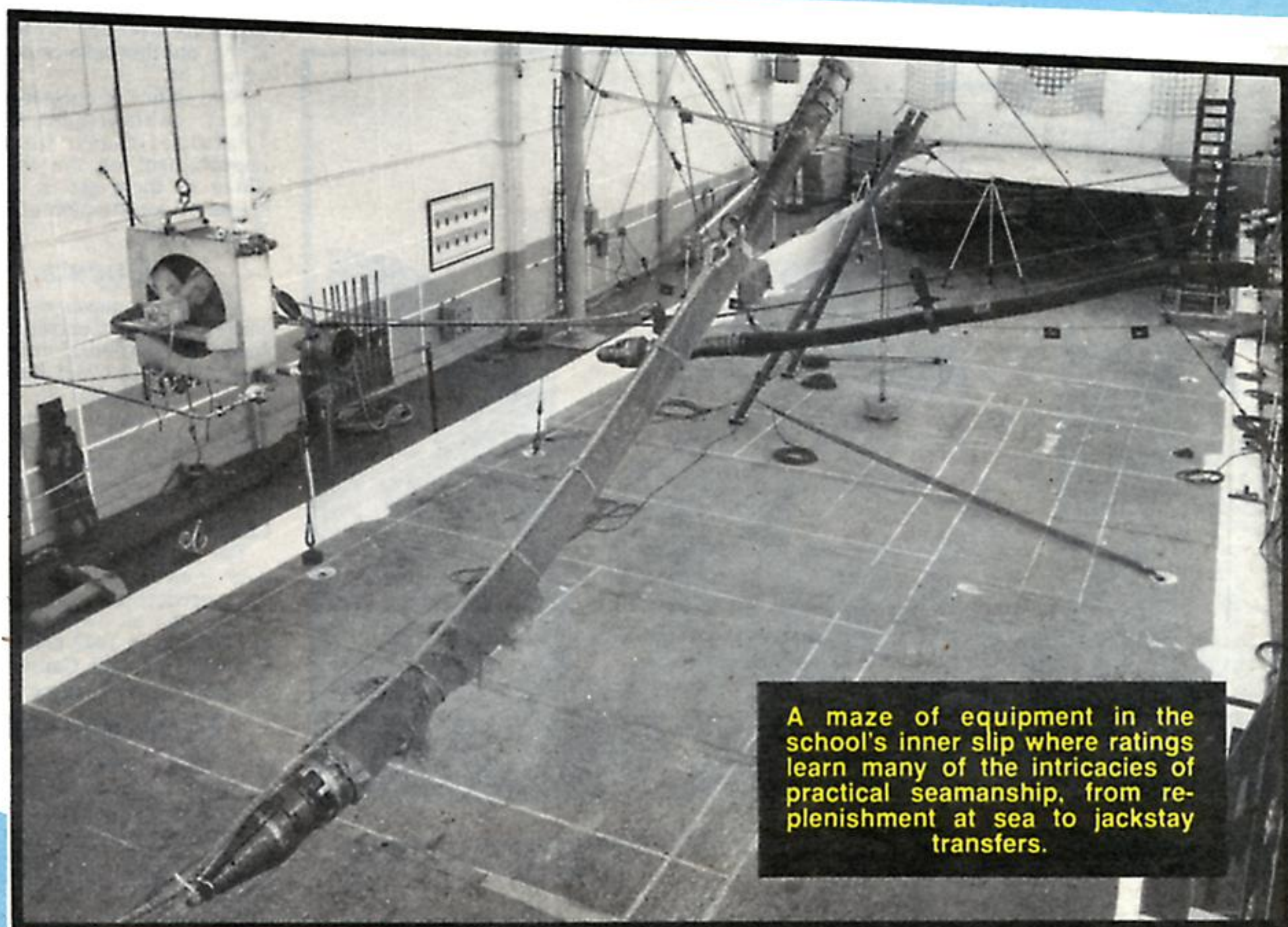
By the end of the course he is capable of manufacturing small items of ships' equipment and repairing larger ones. Six weeks might seem a long time to spare a man from a ship, but the school believes the qualified bosun's yeoman can be a great asset, more than repaying his time away from his ship.

Among the school's staff there is a vast wealth of knowledge and experience used not only in teaching but also to advise the Fleet. Questions are welcomed from ships which come up with seamanship problems. The staff is also on the look-out for new ideas and practical suggestions.

Boat trials

The school is deeply involved in future seamanship policy and is often asked to conduct trials on new equipment. Recently a number of new boats have been on trial in Portsmouth Harbour and the Solent to find the best replacement for the current seaboot.

The Navy's Seamanship School is very much a centre of practical activity based on firm theoretical knowledge. Its aim is to instruct today's seamen so that seamanship expertise is passed on to future generations.



A maze of equipment in the school's inner slip where ratings learn many of the intricacies of practical seamanship, from replenishment at sea to jackstay transfers.

Good seamanship is keeping one jump ahead . . . launch bowman AB(R) Andrew Stone leaps for the jetty during a smooth and well-timed manoeuvre.



... n's course at the school. ... James, AB(M) Caws and

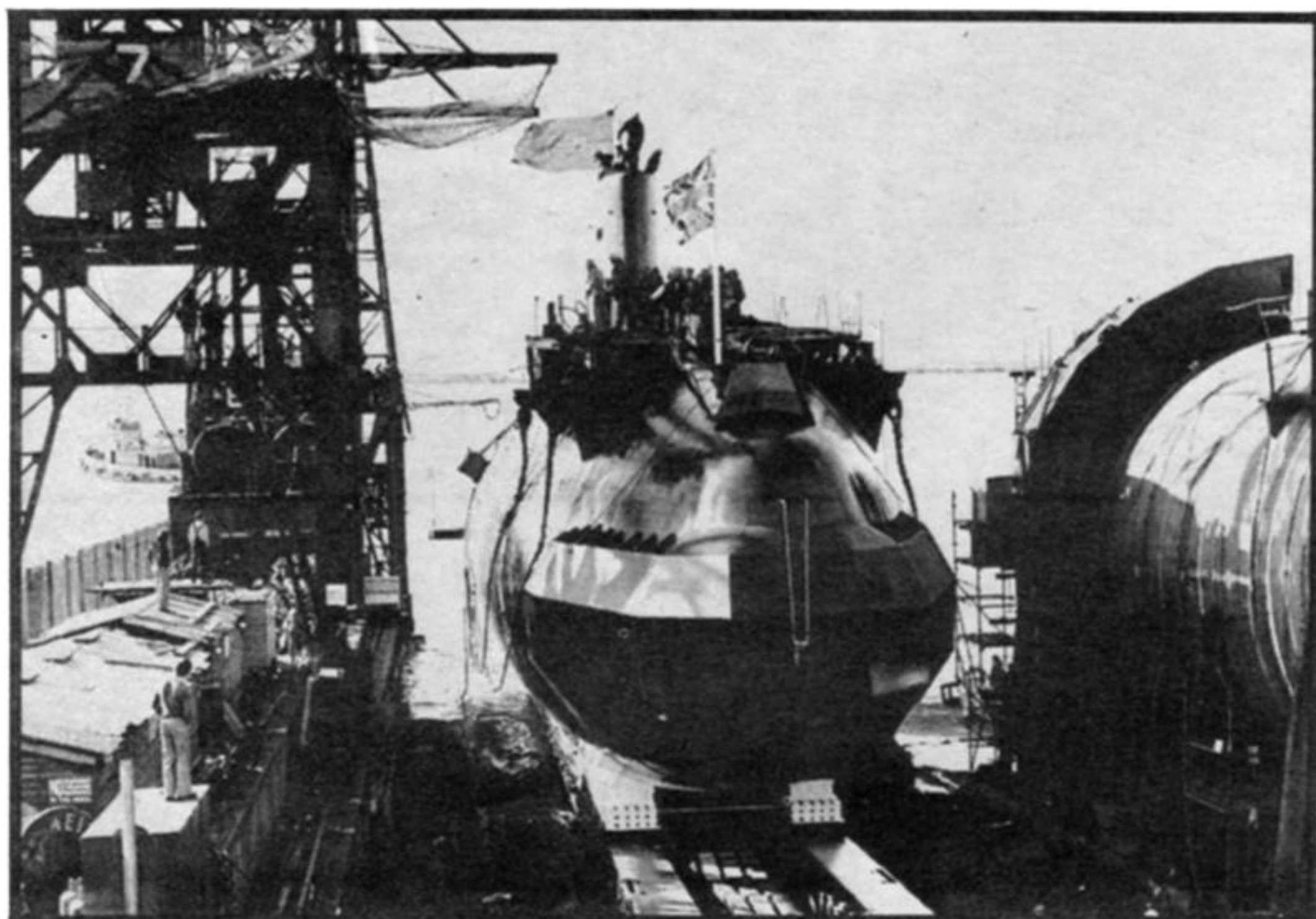
ONE 'NUKE' LAUNCHED — ANOTHER COMMISSIONS

Splendid slips down a treat

H.M.S. Splendid, last of the Swiftsure-class submarines, was launched at Barrow-in-Furness on October 5 by Lady Anne Eberle, wife of the Commander-in-Chief Fleet, using a bottle of home-made apple wine.

Speaking at the launching ceremony, Admiral Sir James Eberle warned that the building rate of submarines in the Soviet Union was more than double that of the combined building rate of the Western nuclear powers.

(AND SO DOES THE APPLE WINE)



H.M.S. Splendid passes the embryo nuclear submarine Trafalgar (right) as she slips to the sea at her Barrow-in-Furness launching.
Picture: CPO(Phot) Ben Cartwright

"We in the Fleet need every nuclear submarine we can get and we need them as quickly as possible," he said. "At the moment our navies hold a narrow edge of capability over the Soviet Union at sea, but that balance is swinging against us."

Next in line of nuclear-powered Fleet submarines are the Trafalgar-class boats, an improvement on the Swiftsures. Three of them are in the early stages of construction at Vickers' Barrow yard.

Guests

Among the guests at the launching were the Controller of the Navy, Vice-Admiral John Fieldhouse; the Vice Chief of the Naval Staff, Vice-Admiral Sir Anthony Morton; former commanding officer of the last H.M.S. Splendid, Vice-Admiral Sir Ian McGeoch; and the commanding officer designate of the new boat, Cdr. Roger Lane-Nott.

The name Splendid is said to date from 1597, and the immediate predecessor of today's submarine was an S-class boat built at Chatham in 1942 and sunk the following year off Capri after an eventful, if short, career.

Orpheus tops

● H.M.S. Orpheus has been awarded the Submarine Old Comrades Efficiency Shield as the Royal Navy's most efficient submarine of 1979. She has won the Sealion Trophy for torpedo firing three times.



Among the first members of the public to visit the new, nuclear-powered Fleet submarine H.M.S. Spartan was blind girl Donna Webster.

Soon after the Spartan's commissioning in September, the boat was opened to visitors at Barrow-in-Furness and a special tour was arranged for Donna, of Askam-in-Furness, Cumbria.

She had always wanted to visit a submarine, and the Spartan — with her builders, Vickers — managed to "fix it" for her, her parents Mr. and Mrs. Roy Webster, and her sister Paula. Donna is pictured in the galley with Lieut. Alastair Kenneough.

At the boat's commissioning, the 1,000 guests included 15 survivors from the Second World War H.M.S. Spartan, a Dido-class cruiser sunk by a glider bomb off Anzio in 1944.

After a service conducted by the Ven. Basil O'Ferrall, Chaplain of the Fleet, Cdr.

Donna tours Spartan

Nigel Goodwin was piped aboard his new command for the first time. He was watched by Lady Lygo, who had launched the Spartan last year.

Also present were Admiral Sir Raymond Lygo; Rear-Admiral R. R. Squires, Flag Officer Submarines; and Commodore C. N. MacEa-charn, Commodore Clyde.

The commissioning cake was cut by the commanding officer's wife, Mrs. Jenny Goodwin, and the boat's youngest crewman, MEM David Goodhead (17), whose brother Stephen also serves in the Spartan.

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BOOKS

A carrier by any other name . . .

With the impact of the vertical take-off Sea Harrier aircraft and developments among the world's navies it may seem somewhat premature to write a book titled "The Rise and Fall of the Aircraft Carrier."

However author Bernard Ireland, in tracing the record to date of "mobile air bases", by no means dismisses the concept, indicating all too clearly that the carrier has not reached the end of the voyage but is being tried along new routes.

About 15 years ago when the axe was being sharpened for blows against the Fleet Air Arm the carrier did indeed appear to be a dead duck for the Royal Navy, but almost at once the scene began to change and it is no accident that the third through-deck cruiser of the Invincible class should be named Ark Royal. It is a clear recognition of the continuation of air power at sea with the R.N.

The Russian Kiev class of warship has been the one to make the West sit up, noting that it bristles with weaponry, has an angled flight deck two-thirds of the ship's length, and carries 20 helicopters and about ten V/STOL strike aircraft.

In the U.S. Navy the big strike carriers are being modernized to extend their life, but though successors of similar dimensions are unlikely to be built, various schemes are being studied to provide cheaper but effective substitutes.

Italian

Close to R.N. ideas in the Invincible is the Italian 13,250-ton Giuseppe Garibaldi, capable of carrying 18 large helicopters or 16 Harrier size V/STOL aircraft, while Vosper Thornycroft have produced a design for a 6,000-ton "Harrier carrier" to take eight aircraft.

Perhaps of greater importance, in view of the belief that future wars will be brief but deadly, is the investigation into the possibility of using merchant vessels in time of emergency.

The U.S. Navy is studying the feasibility of a complete modular facility for the operation of about ten Sea King helicopters, designed around the eight-foot-square by 40ft. long container so that it could be instantly put aboard a high-speed container ship. Why not V/STOL planes in a similar way?

It is also well understood that the modern supertanker offers an enormous "flight deck," while fast roll-on ferries have already been tried in an amphibious warfare capacity.

It is no new thing for merchant vessels to be hastily adapted "by bolt and weld" for war purposes.

the difference now is that studies are already in being, instead of waiting for a crisis. A future war is unlikely to offer the time for playing about with bright ideas.

As the author points out, "nothing can be certain, but what cannot be denied is the continuing

requirement for air power at sea."

His book, published by Marshall Cavendish (price £6.95) records the brief but remarkable history of the big carriers in a large volume which is rich in spectacular photography, especially that produced by the Second World War.



●Front cover shows Michael Turner's symbolic photograph of the last of Britain's Fleet carriers, H.M.S. Ark Royal.

Market forces at sea

The struggle for world markets, so dominant in life today, is as old as the story of ships on the sea.

It forms the basic thinking of author Peter Padfield in "Tide of Empires — Decisive Naval Campaigns in the Rise of the West," published by Routledge and Kegan Paul (price £7.95).

This is the first of four works, and covers the period 1481 to 1654 — from Venetian sea supremacy and the Portuguese campaigns of discovery, to the Dutch conquest of a world-wide maritime empire.

REMORSELESS

Discarding the glamour usually associated with naval commanders, explorers and pioneer adventurers, he interprets the rise of the West as a remorseless economic battle.

Mr. Padfield's campaign descriptions are exciting, but the general tone of his work is scholarly and thoughtful, pushing through and beyond historical legend.

He certainly has firm views about maritime strength, declaring that "Marxism can only make headway among the Western sea powers if those powers are already in decline and changing from their sea state."

WAS THIS OUR WORST HOUR?

Fifteen hundred British sailors, now only names in the records, were the victims of an extraordinary disaster at the beginning of the First World War.

The only consoling thing about this horror is that it happened 65 years ago, and therefore we should not have to worry about anything like it happening again.

Well, we hope not, though the recent T.V. picture of "Churchill" holding a cushion to his shocked face is a reminder that a sea full of floating bodies can be as much a blunder in any age.

"Three Before Breakfast," by Alan Coles, published by Kenneth Mason (price £6.95) is the story of the sinking by a German U-boat of three cruisers in a single hour.

leading eight ships of the 3rd Destroyer Flotilla. He had yet to receive Cressy's message that the Aboukir and the Hogue were sunk.

When eventually he was informed and raced to the scene, he met rescue vessels. It is recorded that some survivors jeered ironically at the late arrival.

The Board of Inquiry revealed far more startling details of ships at war, but totally unprepared for what might come. There was a lot to throw in the fan and get spread about.

In the author's view, "Few Admiralty boards of inquiry can have produced more contention, more conflicting evidence, more

hearsay statements, more downright lies and more dissatisfaction" than that probing the fate of the torpedoed ships.

UNANSWERED

Among mysteries which were not cleared up was "who ordered the signal to be made from the Aboukir for the Hogue and Cressy to close in?" But many, many questions also remained unanswered.

Churchill, Prince Louis of Battenburg (the First Sea Lord) and Jackie Fisher were all involved in unseemly squabble over the events.

It all makes absorbing reading, but it is not palatable to remember.

IN BRIEF

"The German Navy in World War Two," by Jak Mallmann Showell, published by Arms and Armour Press (price £11.95) is a reference guide to the Kriegsmarine covering the years 1935 to 1945. The volume, with more than 300 photographs and drawings, contains a mass of information, including the German naval organisation, histories of major units, and even such matters as ranks, uniforms, flags and biographical notes.

★ ★ ★

"Hit The Beach," by Paul Lund and Harry Ludlam, published by New English Library (price £4.95). Another war-at-sea adventure based on landing craft, by successful naval writers. Recaptures the drama of the D-Day invasion.

★ ★ ★

"Bay of Pigs," by Peter Wyden, published by Jonathan Cape (price £7.95). Claimed to be "the complete story" of the chaotic attempt by the United States to overthrow Fidel Castro — an adventure by the CIA which led President John F. Kennedy to ask, "How could I have been so stupid to let them go ahead?"

★ ★ ★

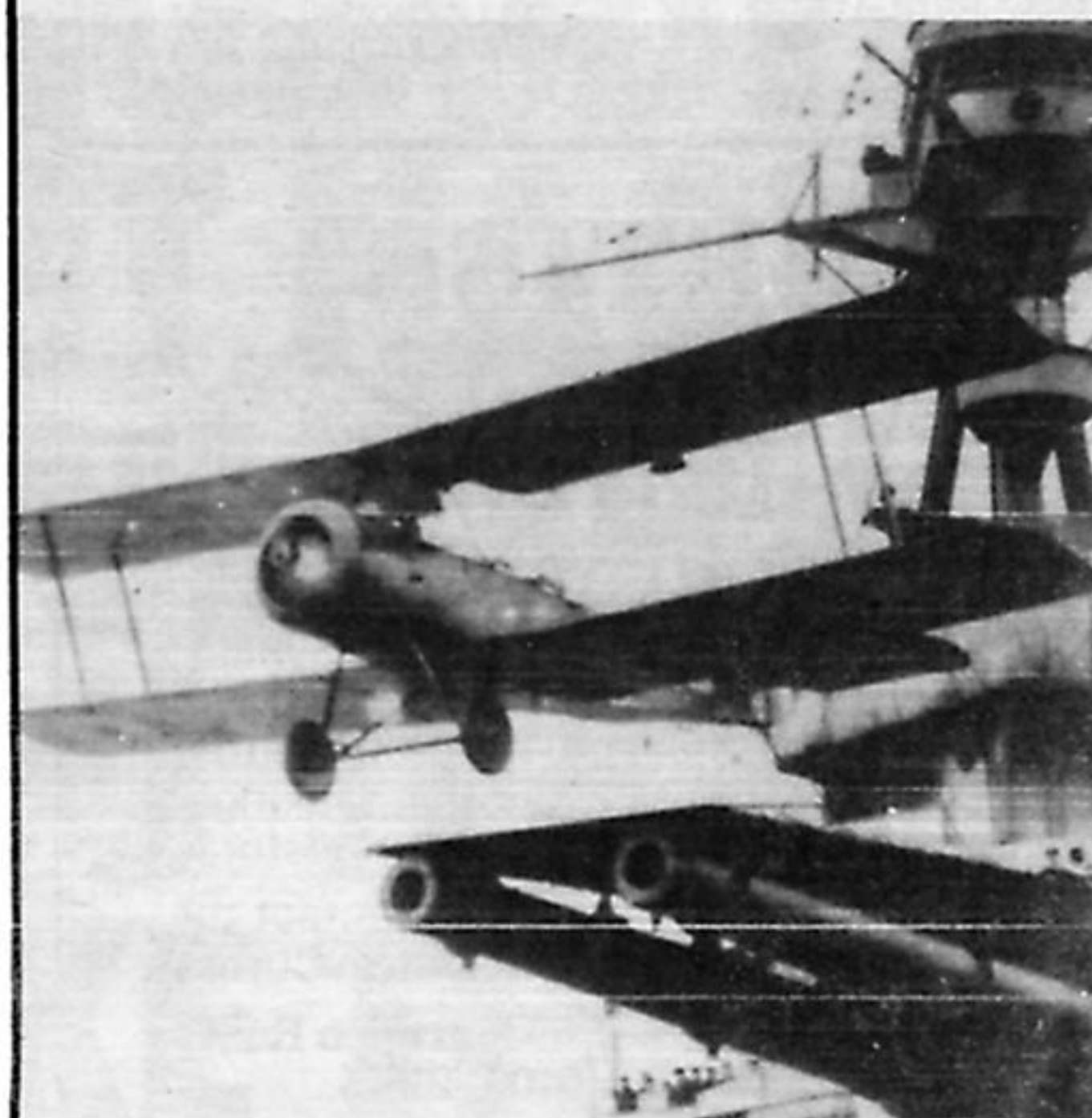
"A Kiss for Captain Hardy," another nautical novel by Showell Styles, is published by Faber and Faber (price £5.95). The author has reconstructed the exciting sea-life of Hardy and his associates, including the battles in which both he and Nelson were present — St Vincent, The Nile, and Trafalgar.

★ ★ ★

"Twenty Singing Seamen," published by Stanford Maritime (price £3.95) is a collection of stories by sailors (merchant variety) selected by Dr. Ronald Hope, Director of the Marine Society, from prize-winners in The Marine Society's annual competitions.

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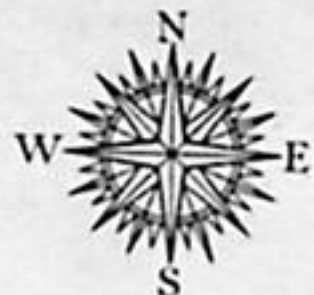
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Huddersfield	£11.45	£6.70	Plymouth	£9.15	£5.35
Sheffield	£10.80	£6.35	Newton Abbot	£8.15	£4.80
Chesterfield	£10.10	£5.95	Exeter	£7.15	£4.20
Nottingham	£9.45	£5.55	Easton	£4.70	£2.75
Leicester	£8.45	£4.95	Portland	£4.70	£2.75
Northampton	£7.15	£4.20	Weymouth	£4.70	£2.75
Blackpool	£12.45	£7.30	Dorchester	£4.70	£2.75
Manchester	£11.70	£6.50	Wimborne	£4.70	£2.75
Warrington	£11.10	£6.50	Swansea	£9.15	£5.35
Liverpool	£11.10	£6.50	Cardiff	£8.15	£4.80
Birkenhead	£11.10	£6.50	Newport	£7.65	£4.50
Chester	£10.80	£6.35	Bristol	£5.65	£3.30
Newcastle Under Lyme	£9.45	£5.55	Bath	£5.15	£3.05
Stafford	£9.15	£5.35	Salisbury	£3.20	£1.85
Preston	£11.75	£6.90	London	£4.95	£2.90

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Illustrating the Engineering Branch Development titles change is this picture from H.M.S. Broadsword taken at the changeover stage and representing the badges old and new. On the left is Bob Dixon wearing his new CWEM(R) badge. Right is Greg Gregory wearing CREL, the earlier equivalent. The two men first met in 1966 when Greg relieved Bob at SRDE Christchurch. They served together in H.M.S. Kent 1971-75 and again at Fraser gunnery range.



THE NEW RATES

Readers — ex-Servicemen in particular — often write to Navy News asking the meaning of abbreviations used for the countless ratings' titles of today's Navy.

In a technical world the list of titles is long and sometimes puzzling, especially for those who left the Services many years ago when things seemed a lot simpler.

A change of title for nearly 20,000 ratings of the Engineering Branch came into effect from September. Listed here are the old-style Engineering abbreviations, the new equivalents and what the initials represent (in a few cases titles are unchanged):

ARTIFICER/MECHANICIAN RATES

FCMEA to FCMEA(M) — Fleet Chief Marine Engineering Artificer (Mechanical)
FCMEA(P) continues as FCMEA(P) — Fleet Chief Marine Engineering Artificer (Propulsion)
FCMEA(H) continues as FCMEA(H) — Fleet Chief Marine Engineering Artificer (Hull)
FCOEA to FCMEA(L) — Fleet Chief Marine Engineering Artificer (Electrical)
FCOEA to FCWEA — Fleet Chief Weapon Engineering Artificer
FCCEA to FCWEA — Fleet Chief Weapon Engineering Artificer
FCREA to FCWEA — Fleet Chief Weapon Engineering Artificer

With the exception of the MEA(H) the above artificer rates have equivalent Mechanician (not Mechanic) rates. The abbreviation for Mechanician is MN.

Chief Artificers/Mechanicians and Artificers/Mechanicians 1st, 2nd or 3rd Class hold similar titles as Fleet Chief Artificer/Mechanician, for example CMEA(M), MEA(P)1, WEA2, WEMN3.

Specialist Qualifications (SQs) are not in titles but are shown on records.

The changes of ratings' titles shown are for General Service. Small variations in Specialist Qualifications occur for ratings serving in submarines.

Newly trained Marine Engineering Artificers and Mechanicians and those presently serving in nuclear submarines do not have any of the suffixes (M), (P), (H) or (L) because they are fully electro-mechanically trained. Marine Engineering and Weapon Engineering Artificer Apprentices have the short titles MEA/A and WEA/A.

MECHANIC RATES

FCMEM continues as FCMEM — Fleet Chief Marine Engineering Mechanician
FCOEL to FCMEM — Fleet Chief Marine Engineering Mechanician
FCOEL to FCWEM — Fleet Chief Weapon Engineering Mechanician
FCCEL to FCWEM — Fleet Chief Weapon Engineering Mechanician
FCREL to FCWEM — Fleet Chief Weapon Engineering Mechanician
CMEM to CMEM(M) — Chief Marine Engineering Mechanician (Mechanical)
COEL to CMEM(L) — Chief Marine Engineering Mechanician (Electrical)
COEL to CWEM(O) — Chief Weapon Engineering Mechanician (Ordnance)
COEL to CWEM(O) — Chief Weapon Engineering Mechanician (Ordnance)
CREL to CWEM(R) — Chief Weapon Engineering Mechanician (Radio)
POMEM to POMEM(M) — Petty Officer Marine Engineering Mechanician (Mechanical)
POOEL to POMEM(L) — Petty Officer Marine Engineering Mechanician (Electrical)
POOEL to POWEM(O) — Petty Officer Weapon Engineering Mechanician (Ordnance)
POCEL to POWEM(O) — Petty Officer Weapon Engineering Mechanician (Ordnance)
POREL to POWEM(R) — Petty Officer Weapon Engineering Mechanician (Radio)
LMEM to LMEM(M) — Leading Marine Engineering Mechanician (Mechanical)
LOEM to LMEM(L) — Leading Marine Engineering Mechanician (Electrical)

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during September.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Dry, Nil; LS(EW)/LRO(W) Dry, 3; PO(M) — Dry, 4; LS(M) — Dry, 14; PO(R) — Int, 9; LS(R) — Dry, 21; PO(S) — Dry, 3; LS(S) — Dry, 8; PO(D) — Dry, 1; LS(D) — Dry, 1; PO(MW) — Dry, 4; LS(MW) — Dry, 1; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int, Nil; RPO — 260; Nil; RS — 309; 3; LRO(G) — Dry, 4; CY — 137; 2; LRO(T) — Int, 11; PO(S/SM) — Dry, 1; LS(S/SM) — Dry, 3; RS(SM) — Int, Nil; LRO(SM) — Dry, 9; PO(UW/SM) — Int, Nil; LS(UW/SM) — Dry, Nil; POMEM(M) — Dry, 17; LMEM(M) — Dry, 45

POMEM(L) — Dry, Nil; LMEM(L) — Dry, Nil; POWEM(O) — Dry, Nil; LWEM(O) — Dry, 18; POWEM(R) — Dry, 11; LWEM(R) — Dry, 7; POWTR — Int, 1; LWTR — Dry, 6; POSA — 240; 7; LSA — Int, 17; POCA — Int, 1; LCA — Int, 3; POCK — 466; 2; LCK — Int, 10; POSTD — 229; 5; LSTD — Int, 8; POMA — 168; 2; LMA — 100; 6; POAF/POAM(AE) — 225; 12; LAM(AE) — 75; 24; POEL(A) — 166; 5; LEM(A) — 93; 15; POEL(A) — Int, 2; LREM(A) — Int, 6; POEL(AW) — Dry, 2;

LEM(AW) — Int, 16; POA(AH) — Int, 4; LA(AH) — Int, 9; POA(SE) — 565; Nil; LA(SE) — Int, Nil; POA(PHOT) — 342; Nil; POA(MET) — 211; Nil; POACMN — 93; 5; POWRENAFAE) — Int, 1; LWREN AM — 209; Nil; POWREN CK — Int, Nil; LWREN CK — Int, 1; LWREN TEL — Int, 1; POWREN DSA — Int, 1; LWREN DSA — Int, 2; POWREN MET — 237; 1; LWREN MET — Int, 1; POWREN PHOT — 308; Nil; LWREN PHOT — Int, Nil; POWREN (R) — 81; 2; LWREN (R) — 76; 5; POWREN RS — Int, 1; LWREN RO — 128; 2; POWREN STD G — 376; Nil; LWREN STD G — Dry, Nil; POWREN STD O — Int, 1; LWREN STD O — Int, 5; POWREN SA — Int, 1; LWREN SA — Int, 2; POWREN TSA — 207; 1; LWREN TSA — Int, 1; POWREN WA — Int, Nil; LWREN WA — 89; Nil; POWREN WTR G — Int, 2; LWREN WTR G — Int, 9; POWREN WTR P — Int, 1; LWREN WTR P — Int, 2; LWREN WTR S — Dry, Nil; POWREN DH — Int, Nil; POWREN REG — Dry, 2; POWREN PT — Dry, Nil.

The aim in choosing new titles has been to reduce the variations but at the same time to reflect the job being done by the man (or woman). Thus in future there will be indication of the rate (eg Fleet Chief, Petty Officer etc) the sub branch (Weapon, Marine or Air Engineering) and whether the rating is an Artificer, a Mechanician or a Mechanic, for example Fleet Chief Marine Engineering Mechanician, Petty Officer Air Engineering Mechanician.

LOEM to LWEM(O) — Leading Weapon Engineering Mechanician (Ordnance)
LOEM to LWEM(O) — Leading Weapon Engineering Mechanician (Ordnance)
LREM to LWEM(R) — Leading Weapon Engineering Mechanician (Radio)
MEM to MEM(M) — Marine Engineering Mechanician (Mechanical)
OEM to MEM(L) — Marine Engineering Mechanician (Electrical)
OEM to WEM(O) — Weapon Engineering Mechanician (Ordnance)
CEM to WEM(O) — Weapon Engineering Mechanician (Ordnance)
REM to WEM(R) — Weapon Engineering Mechanician (Radio)

The employment of the future WEM(O) ratings structure will be a combination of the tasks allocated to the present OEM/CEM rating.

*These are the titles adopted by the 2,600 ratings who have transferred from the WE to the ME sub branch



Engineering Branch Development includes the Navy's Air Engineering Sub-Branch, in which ratings will change titles and badges on September 1, 1980. Design of the common badge insignia for all Air Engineering Mechanicians will be as shown here. Badges will be annotated M (for Mechanical), R (for Radio) or WL (for Weapons Electrical), with ratings "unconverted" bearing either W, L or O (for Ordnance) lettering.

NAVY NEWS IN BRIEF

Divers to seek Ascension wreck

The search for a frigate lost in 1701 will be made by a team of divers on a Joint Services Expedition to Ascension Island in the South Atlantic.

The ship, H.M.S. Roebuck, sank off the island while under the command of Capt. William Dampier, regarded as the father of the Hydrographic Service. The divers, led by Cdr. John Bingeman (H.M. Dockyard, Portsmouth), will also study marine life down to 30 metres.

Other members of the expedition, leaving on November 22, are Lieut. Simon Twigg (R.M. Poole), CPO Terry Jenkins

(ASWE), Sgt. Ken Ryan (R.M. Lympstone) and MNE Ian Brooks (R.M. Lympstone), the exped. cook.

Eighty Devon sixth-formers had a taste of life in the Silent Service when they spent 24 hours in the nuclear-powered Fleet submarine H.M.S. Swiftsure, awaiting refit at Devonport. All the boys are keen on careers in the Submarine Service and were picked from more than 200 applicants after the visit was offered by the boat's commanding officer, Cdr. Roger Lane-Nott.

Amateur artists in the Services will have a chance to show their work in a London gallery when the Armed Forces Art Society holds its 49th exhibition at The Mall Galleries.

The ten-day exhibition will be opened on March 15 by Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff. A prize of £50 will be awarded to the artist who submits the best work — in any medium, including carving and sculpture — and all works may be priced for sale.

An exhibition of paintings by Capt. Philip Gunn, R.N. (ret'd.) is on view at the Royal Naval Museum, Portsmouth. The 33 paintings portray life in the Royal Navy before the First World War.

The Duke of Edinburgh will be guest of honour at the 25th anniversary dinner of the Royal Yacht Britannia at Portsmouth Guildhall on November 16.

The Prince of Wales will be chairman of a charitable trust set up to commemorate Admiral of the Fleet Earl Mountbatten of Burma. The Mountbatten Memorial Trust has been initiated by public demand and will

be administered by members of his family.

Naval charities will benefit by more than £2,000 from the sale of two caravans used in the R.N. Equipment Exhibition in Portsmouth. Owners of the caravans, Williams and Glyn's Bank, made a gift of them to the Royal Naval Benevolent Trust and the King George's Fund for Sailors.

Uckers has gone electronic... Nicolet Instruments Ltd., who supply equipment to the Submarine Service, have presented the men of H.M.S. Superb with an electronic set of dice. They are mounted in a silver cube on an inscribed plinth and have light-emitting diodes which display random "throws" when the circuitry responds to the slightest movement.

R.F.A. Regent assisted a large catamaran in danger of sinking off the Dorset coast. The catamaran, with four people on board, was holed and taking in water when the Regent arrived. Water was pumped out, men put on board, and the catamaran escorted to Weymouth.

PORTSMOUTH FIELD GUN

Would any serving or ex-serving members who wish to join the Field Gun Association please contact the Field Gun office at H.M.S. Excellent in writing or by phone on Portsmouth 22351 ext. 5814. This will assist the committee to compile an up-to-date membership register for the distribution of news letters and social programmes, etc.

PROMOTIONS TO CHIEF

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanician have been issued:—

REGULATING BRANCH
To MAA — T. P. Lyons (Arden), R. J. L. Slade (Rooke), R. E. Haycock (President).

OPERATIONS BRANCH
To CPO(OP/S)(S)(SM) — G. J. Best (Dolphin).

WEAPON ENGINEERING BRANCH
To CREL — P. V. Chamberlain (Tartar), I. F. Sparkes (London), R. W. J. A. Smith (Cleopatra), T. W. Gooch (Drake).

FLEET AIR ARM
To CEL(A) — J. H. Keenan (London).
To CPOA(MET) — C. J. Brencley (Seahawk).

SUPPLY AND SECRETARIAT
To CPOCK — C. V. S. Briffa (Nelson), J. G. Bathgate (Pembroke), M. E. Ryan (Excellent), G. G. Bromley (RNH Haslar), R. D. Davis (Excellent).
To CPOSTD — R. J. K. Welch (Pembroke).
To CPOCA — G. F. Crease (Cardiff).
To CPOSA — R. P. Lansley (Tamar), C. Noden (Anadine), E. Lowson (Ashanti).
To CPOWTR — F. J. T. Molitor (Invincible), R. A. May (Centurion), D. W. Woolmore (Pembroke).

ARTIFICERS AND MECHANICIANS
To ACMEA(P) — M. D. Cottage (Devonport FMB), P. A. Williams (Hydra), J. M. Lawrence (Neptune), A. P. Baker (Plymouth).
To ACAMN — K. Williams (Daedalus).

ES BILLETS

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA1(P) (2) H.M.S. Collingwood: REA1 (2); OEA1 (5). H.M.S. Caledonia: FCMEM: H.M.S. Dryad: CPO OPS(EW) FMB Devonport SMMU: CE1: MEA1/2 (perspective maintenance) FOST (FNG Portland): MEA1/2; OEA1; REA1; CE1: H.M.S. Mercury: CCY: H.M.S. Neptune: MEA1 (6); CE1 (SM); OEA1 (SM); REA1 (SM). H.M.S. Raleigh: PO(S) (2); PO(MW); PO(R) RNR Clyde: COEL: H.M.S. COCHRANE: POs (any branch main gate duties). Royal Naval College, Greenwich: CMEM (as chief bosun's mate) RNH Haslar: CPOMA: Royal Brunei Malay Regiment: OEA1; REA1 SMA: CWEA1, CWEA/WEA1, WEA1/CWEM(O) / POWEM(O) (1).

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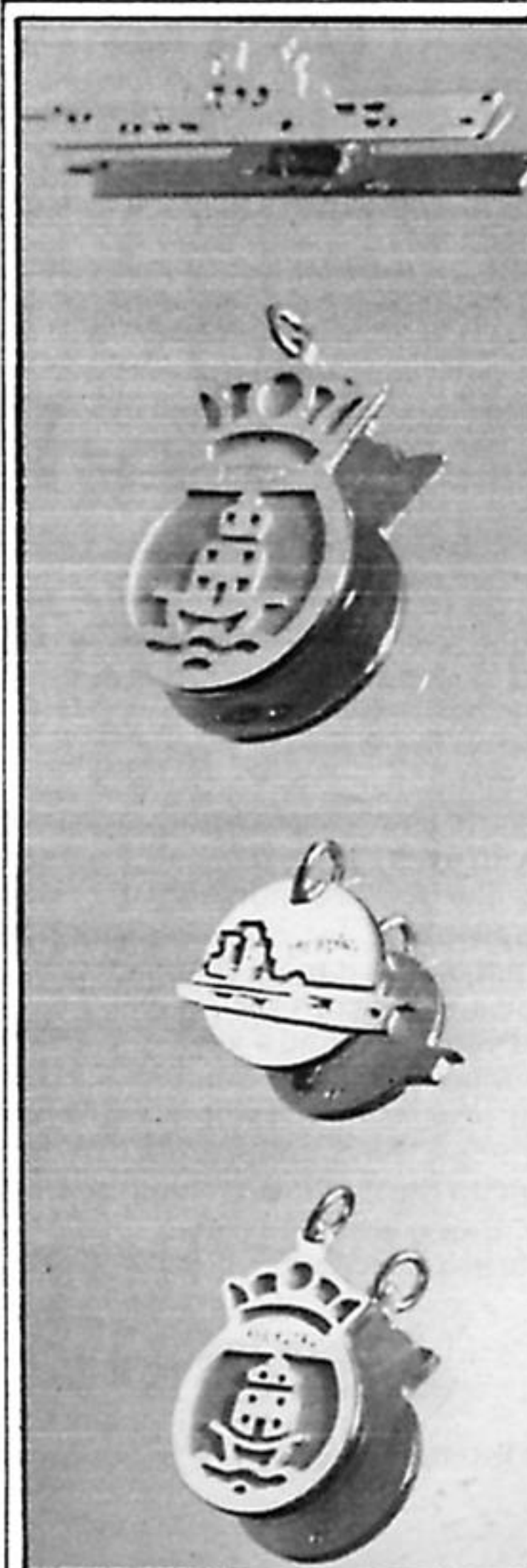
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Caprice's final journey



The last of the Royal Navy's wartime destroyers has been towed away for scrap. H.M.S. Caprice paid off in 1974 and had been moored in the River Tamar to await her final journey to be broken up at Queensborough, Isle of Sheppey.

She was built by Yarrows and launched in 1943, spending her wartime career escorting Atlantic and Arctic convoys. After the war she was laid up in reserve at Pembroke Dock, but refitted in the late 'Fifties.

The Caprice went to Devonport in 1971 as a seagoing training ship for the shore establishments H.M.S. Raleigh and H.M.S. Fisgard.

Wessex 1 flies into history

Helicopter SN 881 took off from the R.N. air station Culdrose — and flew into history. As the last Wessex 1 helicopter operational in the Royal Navy it was on its way to a place of honour in the Fleet Air Arm Museum at Yeovilton.

The end of SN 881's operational life came not so long after it had the distinction of being the last aircraft to leave the deck of H.M.S. Ark Royal before the carrier decommissioned.

The final squadron to fly the Wessex 1 was 771 based at Culdrose and providing dawn to dusk search and rescue for the South West.

Now the '1', which numbered 129 production models, has been replaced completely by the more powerful Wessex 5 and Sea King.

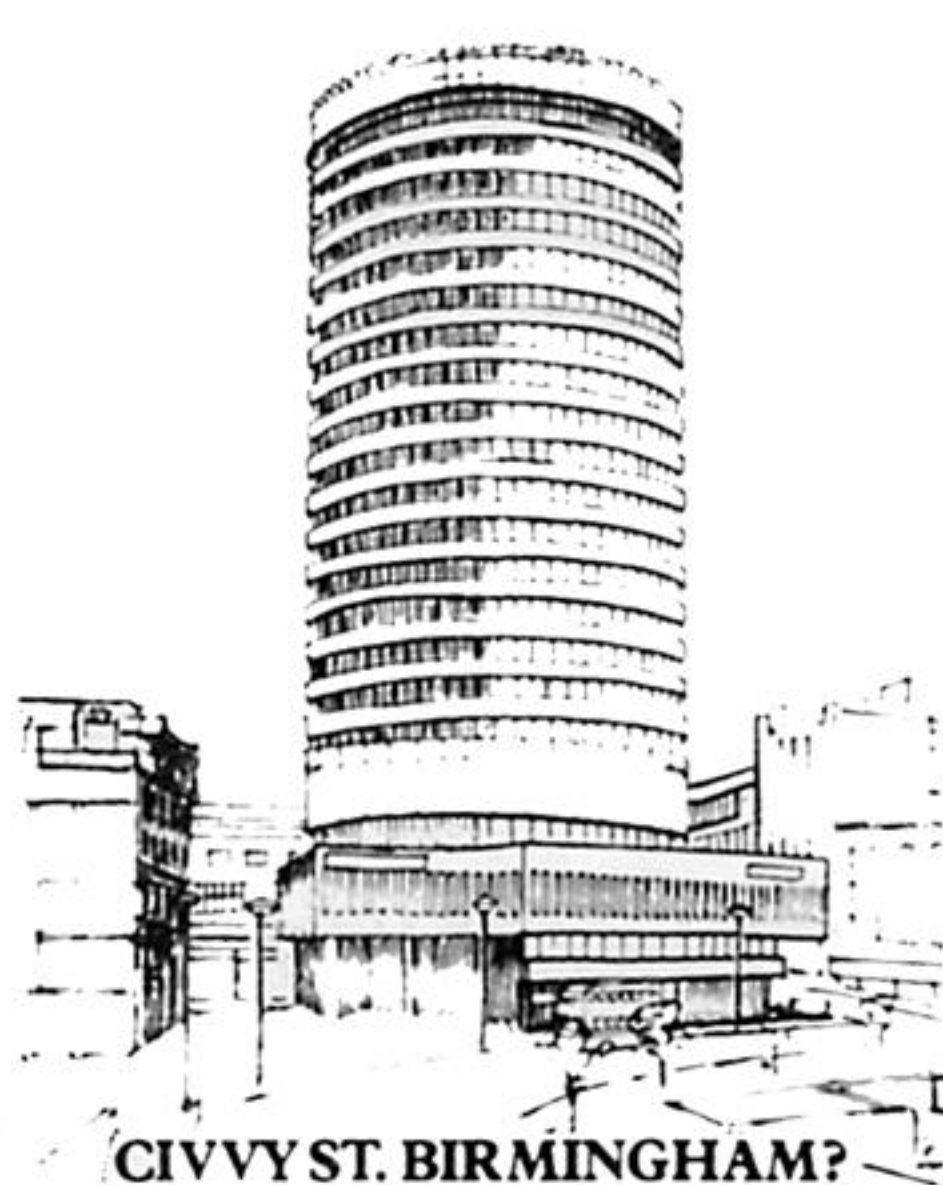
Afloat on the moat!

Four former WRNS members of Wells R.N.A., Somerset, floated for 30 hours on the moat surrounding the Bishop's Palace at Wells and raised £250 for local and naval charities. The sponsored floaters, left to right, are Ann Gilchrist, Joan Thorne, Jan Glass and Beryl Jeffries.

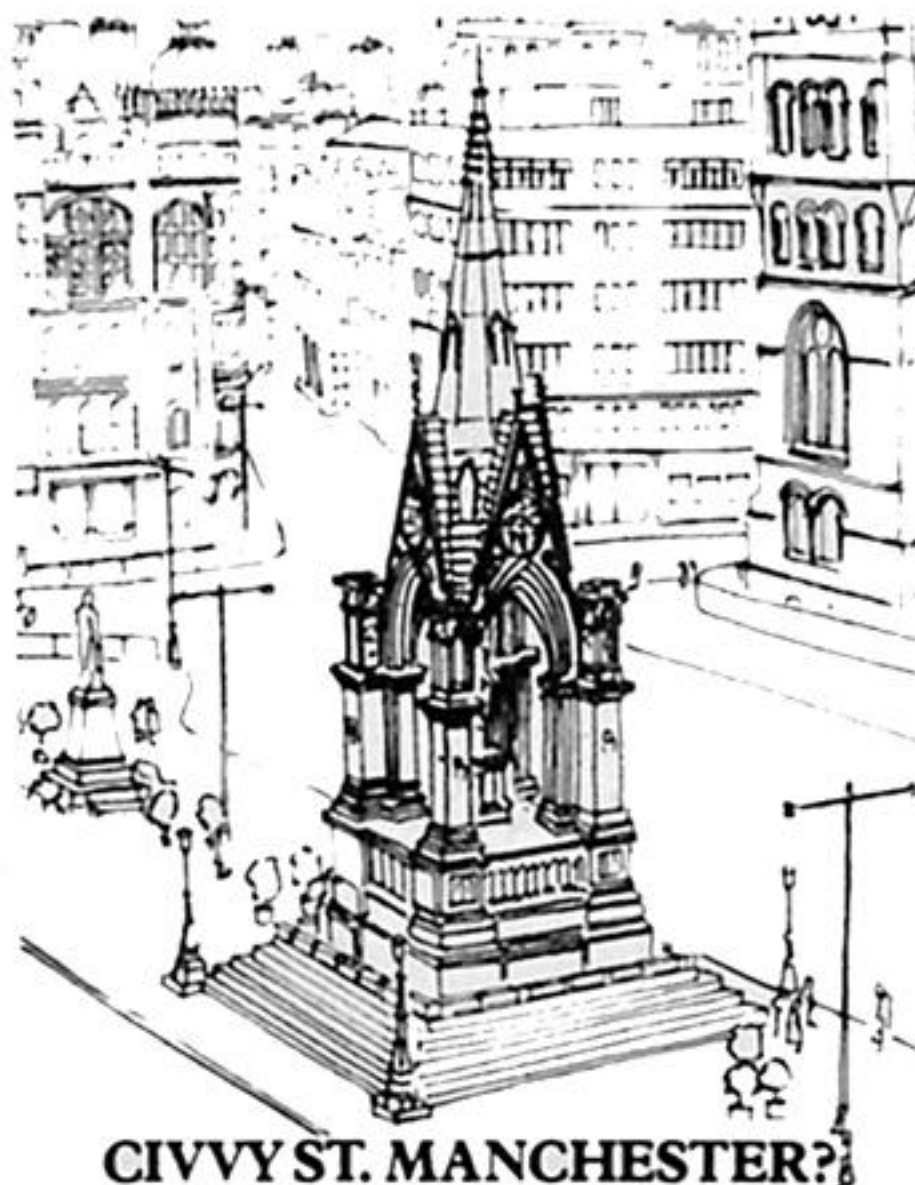
Picture: LA(Phot)
David Titchener.



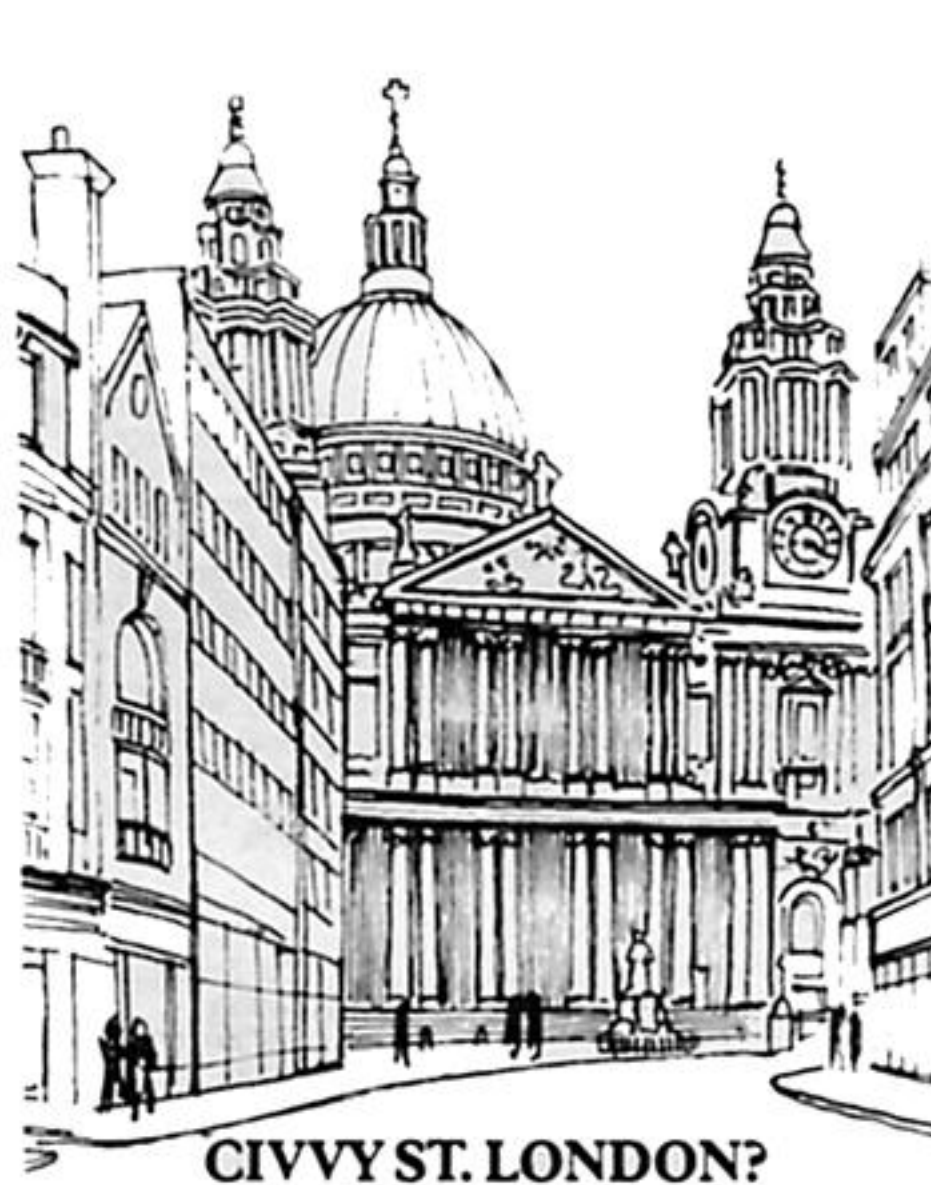
BRANCH NEWS



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SECURICOR
A JOB WITH SECURITY.

With a backlog of two months' branch news let's cut the pleasantries and get down to business.

The dedication of Lewisham branch standard at St Mary's on September 9 was a great occasion, with a fine turnout of shipmates, the parade being led by the band of the Royal Marines School of Music. The church service was attended by the Mayor and Mayoress of Lewisham, the Admiral President of the Royal Naval College, Greenwich, Rear-Admiral A. J. Cooke and Mrs. Cooke, the Rev. D. E. Evans, padre of the college, Cdr. L. F. T. Walker, commander P Division Metropolitan Police, and Mrs. Walker.

Shipmates of Newton Abbot have been busy. They were hosts to delegates of No. 4 Area who were entertained to a four-course lunch provided by the ladies' section. The following day they were entertained on board H.M.S. Leander — then came a successful carnival dance and a visit by shipmates of Grimsby.

DEPARTURES

Tunbridge Wells suffered a "severe blow" when Shipmate Dave Murdoch, who has been a tower of strength to shipmates for years, resigned as honorary secretary. All members join in saying a grateful thanks for all his hard work over the years.

A sense of loss also prevails at Sittingbourne since the departure to Kent of the padre, the Rev. Michael Barrow. From Shipmate Gordon Gunstone come special thanks to all ships and to the World Exchange Club for responding to his appeal for photos and cap tallies for the naval scrapbook he is compiling. He would welcome any more available, particularly Navy Days programmes. Here's wishing him speedy recovery from the cancer operation and success with the scrapbook.

After the junketing in June and July, sanity now prevails at Doncaster, where members have turned their thoughts to high finance and contracts in readiness for the move to their new premises.

The eve of Trafalgar Day was a big day at Ramsgate as it marked the re-commissioning of the new club, which is now redecorated and refurbished.

OBITUARY

Shipmate D. Godwalder, member Capenhurst branch. Suddenly, aged 56.

Shipmate Wren F. Brett, member Ramsgate branch. July 24.

Shipmate C. Collier, ex-submariner, member Ramsgate branch. August 24.

Shipmate Fred Vye, ex-Chief Mechanician, founder member Enfield Naval Old Comrades. Suddenly on October 2, aged 79.

It has been a busy two months at Llandudno, where, in addition to organising a memorial parade for Lord Mountbatten, members held a Trafalgar Day parade followed by "bubbly and nosh." Then came an Armistice parade and preparations are afoot for the highspot of the year — the Sods Opera.

September 6 was a Red Letter Day for shipmates of Northfield, who at an enjoyable cheque-giving social, presented one for £3,069 to the Queen Elizabeth Hospital Kidney Fund. Their annual dinner will take place on November 23, and in the No. 8 Area games final they will meet Birmingham Central.

TOP-CLASS

Keighley wish to thank all shipmates and colleagues of No. 11 Area for attending the commissioning of their branch and making the day a success. They are proud to say they organised a memorial service and parade in honour of Lord Mountbatten which was extremely well attended.

There is no reason why Crawley's second dance at the Leisure Centre on November 24 should not repeat last year's success. Once again they offer dancers top-class music by the Royal Marines Dance band, who will be playing from 8 p.m. to 1 a.m. with the bar open from 7.30 p.m. until 12.45 a.m. Tickets at £4.50 each include a cold buffet supper.

A charity concert supported by raffles, organised by shipmates of Holyhead, helped raise £292 to buy an electric wheelchair for a local girl. Plans are in hand for a further evening's entertainment to make up the balance needed to buy the chair.

PROFITS

The 1980 diary organised by Harrogate has proved such a financial success that profits will be used to buy the first 100 gallons of petrol for Pembroke House ambulance and to buy crests for display in the foyer of the Union Jack Club.

There was a full turnout of members to witness the presentation of "The President's Silver Rose Bowl" to North Reddish branch. The ceremony was performed by Mr. Graham Fleurs, Sales Area Manager for Wilson's Brewery. The branch, formed in 1978, now has 212 members.

Shipmates of Christchurch joined the "regulars" at their headquarters for a Harvest Festival Service conducted by branch president, the Rev. Seymour McCarraher, who was assisted by the Rev. Arthur Lewis and Rev. Peter Cooper. The produce, with a £227 cheque, a new bicycle and a scooter, went to Portfield School for Autistic Children.



No longer the forgotten sailor

Wreath-laying and remembrance services were honours which until recently did not include the memory of John William Trotter, master of the Leviathan line of battleship in the Battle of Trafalgar.

The resting place of this forgotten sailor is St Mary's churchyard, Gateshead, which until recently was marked by a damaged headstone, propped against a wall, recording the date of his death to be 1850.

The headstone, placed there over 125 years ago, went unnoticed until 1976, when Michael P. Ford, of North Tyneside, wrote to Navy News drawing attention to its great naval interest and its need to be preserved.

Two years later when a branch of the Royal Naval Association was formed at Gateshead, a copy of Mr. Ford's letter was passed to shipmates, who lost no time restoring the memory of a man who served both as master and commander in the Royal Navy in the late 18th and early 19th Centuries.

With the help of the Rev. David Hodgkinson, the Rural Dean, shipmates paid to have the headstone cleaned and re-sited in the centre of a small lawn in the churchyard. They held a service at St Mary's which concluded with a service around the headstone which they will continue to do every year on the anniversary of Trafalgar.

Shipmates of Gateshead are now anxious to trace descendants of

John William Trotter and get in touch with Michael P. Ford, whose letter inspired the restoration of the headstone.



Mr. F. Chambers, Secretary of Gateshead branch, with the Rev. David Hodgkinson (Rural Dean), at the headstone.

The tributes pour in . . .

"We have lost a fine friend and gentleman in Lord Louis and what more can one say that has not already been said in this respect," writes Shipmate W. Helps, chairman Hounslow branch, who speaks for all the shipmates who have written to Navy News since the murder of Lord Mountbatten.

From all parts of the country the tributes continue to pour in. Runcorn combined with the Burma Star Association to hold a memorial parade attended by hundreds of shipmates, many from No. 10 Area.

Llandudno held the biggest memorial parade "in its neck of the woods since the 39-45 conflict." Nearly 1,000 attended the service at Holy Trinity Church — representing the R.N.A., the Burma Star Association and practically every ex-Service association in North Wales.

Lincoln's tribute took the form of a thanksgiving service for the life and work of Lord Mountbatten with prayers for his family and the 18 men of the Parachute Regiment who died on the same day.

Wallasey also held an impressive parade attended by many ex-Service associations from the Wirral and Merseyside.

Within hours of the announcement of the murder of Lord Mountbatten, Harrogate sent a

£10 donation to Headquarters in the hope of starting a "Lord Louis Trust Fund" within the Association for the use of children and grandchildren of full and life members. The branch felt such a donation, rather than a wreath, would be of more benefit, provided a suitable fund administered by the Association's charity sub-committee was set up. They hope other branches will feel the same and make similar donations.

Christchurch recall with gratitude that it was a cheque from Lord Louis which helped them to start their branch many years ago.

Shipmate Sid Platts, secretary of Leicester branch, pays tribute on behalf of shipmates to the sailors who took part in the funeral of Lord Mountbatten.

"On behalf of all ex-matelots who watched the proceedings, may I say how well the lads fore and aft of the Gun Carriage carried out their duties. They did the 'Andrew' proud. Well done, lads."

REUNIONS

For the first time for 50 years members of H.M.S. Devonshire's 1929 commission met at a reunion organized by Mr. John Spencer, chairman of Plymouth R.M. Association. The reunion, held in the Sergeants' mess R.M. Barracks, Plymouth, brought together three ex-Matrons — George Harkcom, Nick Carter, and Dick Kelland — who served in the Devonshire when the R.M. turret exploded, killing 17 men. The veterans also included gunlayer Bob Riglar and torpedoman Albert Haley, who witnessed the incident.

It is hoped to organize a return visit to Norway for holders of "The Liberation of Norway 8th May, 1945," certificate. Provided the response is good Fred Olsen Lines may be prepared to give group discount fares. For details, contact Mr. W. Jones, c/o Royal Naval Association, Park Road, Hanworth, Middlesex.

H.M.S. Ajax (1937-40 commission) River Plate Reunion will be held on board

H.M.S. Belfast on Saturday, December 1. The reunion will be preceded by a memorial service at St Lawrence Jewry Church, Guildhall, London, at 1715. For details, contact Mr. E. Smith, Boatswain, H.M.S. Belfast, enclosing stamped addressed envelope.

The president of the Anchorites invites former officers of the submarine H.M.S. Anchorite to be guests of the society at a dinner following their diamond jubilee annual meeting in London on December 13. For details, contact Mr. M. W. Dunham, President of the Anchorites, P.O. Box 7, 1a, The Parade, Sunbury-on-Thames, Middx.

Boy officer apprentices who joined Anson Division at Chatham on August 18, 1936 are invited to a reunion at R.N. Engineers Benevolent Society Club at 46, Clarence Parade, Southsea at 20.00 hrs. on November 23. Organizers: Roy Bigden, Ron Garland and Bill Jacobs.



BIG GUNS

The guns may have changed since they were lads, but make no mistake, the three ex-gunners pictured here manning the Bofor gun on board H.M.S. Euryalus could still put up some stiff opposition if it came to the crunch. They are (left to right) Ron Hall, of Grimsby, Fred Lucas, of Lewisham, and, seated, "Rocky" Wilkins, of Harlow, Essex. With other veterans of H.M.S. Kelly they enjoyed a day at sea in the frigate.

CALLING OLD SHIPMATES

H.M.S. Jaguar survivors or those who served in H.M.S. Avon Vale 1942, may recall Shipwright 4th class Charles Albert Thomas Cheeseman (Danny). If so, his former wife, Mrs. D. Eaton, 43, Llanymyrdyd, Penclawdd, North Swansea, South Wales, would appreciate information, photos, or news of her late husband.

LSROEW David Strike, Australian Navy (formerly Royal Navy) in U.K. until January 2, would like to have "a few beers" with his old shipmates. He can be reached c/o 63, Woodmere Avenue, Shirley, Croydon, Surrey, tel. 01-654 1220. In the R.N. he served in H.M.S. Raleigh 1965; Kranji STP 68-67; H.M.S. Mercury 67-68; H.M.S. London 68-70; H.M.S. Intrepid 70-72; H.M.S. St Angelo 72-74; and H.M.S. Warrior 74-75.

Mr. H. R. Manson, ex-CPO Coxswain of MLs 871 and 873 at H.M.S. Highflier, Lanka, who celebrated VJ Day at Cod Bay sends regards to all his old ships and encloses a bit for an issue of one bottle of beer at the R.N. Canteen, Trincomalee, in case anyone should have the "good fortune" to be sent there! Mr. Manson lives at Little Northfield, Station Road, Soberon, Southampton, SO3 1QU.

Mr. J. Dixon, ex-LS, H.S.D. 2, Maplebeck Road, Tinsley, Sheffield, S01WJ, would like to hear from old shipmates of H.M.S. Oakham Castle, March 1948-November 1950, when she was part of Portland flotilla and the most "efficient ship afloat." Having kept in touch with Gordon Tall, ex-SD, for 32 years they thought it appropriate to see how many of the ship's crew would be willing to turn up for a get-together.

Mr. Jack (Chippy) Kettle, 23, Morten Road, Colchester, Essex, tel. Colchester 45646, former member H.M.S. Gleneam, served under Capt. Colin Hutchison, sends warmest regards to old ships who remember him.

Mr. K. G. Pickles, 15a, Holbeck Road, Scarborough, YO11 2XF, asks if any of the French occupants of 'N' Hut, R.N. Barracks, Portsmouth, are still in this country. They joined the Royal Navy rather than serve in the Free French Forces and he worked with them from their first evacuation, Dunkirk time, until late 1940. With one party he went to join H.M.S. Nelson at Scapa. They were, he says, probably the first seamen to have coffee served in their mess in R.N.B. Among them was a Channel Islander named Fromage.

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resident Radio Technicians and can call for others to make working visits. There will also be some opportunities for short trips abroad, or for longer periods of service overseas.

You should be at least 19 years of age, hold or expect to obtain shortly the City and Guilds Telecommunications Technician Certificate Part 1 (Intermediate), or its equivalent, and have a sound knowledge of the principles of telecommunications and radio, together with experience of maintenance and the use of test equipment. If you are, or have been in H.M. Forces your Service trade may allow us to dispense with the need for formal qualifications.

Pay scales for Radio Technicians start at £3,900 per annum rising to £5,530, and promotion will put you on the road to posts carrying substantially more; there are also opportunities for overtime and on-call work, paying good rates.

Get full details from our recruitment Officer, Robby Robinson, on Cheltenham (0242) 21491, Ext. 2269, or write to him at GCHQ, Oakley, Priors Road, Cheltenham, Glos. GL52 5AJ. We will invite suitable applicants (expenses paid) for interview

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HOW TO GET A HEAD IN THE NAVY — AND HOW TO KEEP IT!

Centurion cuts a fine figure . . .

H.M.S. Centurion has been cutting a fine figure lately . . . and is no longer the odd one out.

The Gosport pay, records and computer establishment was believed to be the only Royal Navy stone frigate without its own figurehead — until a local sculptress was called in to shape things up.

Mrs. Mickie Gibbon, wife of Lieut.-Cdr. Ted Gibbon, produced a perfect scale replica of the 135-year-old Centurion figurehead which stands in the Royal Naval Museum at Portsmouth.

It originally adorned the ninth H.M.S. Centurion, a Victorian battleship launched in 1844. When she was scrapped 26 years later the figurehead was preserved for posterity.

Six-month task

The bearded figure was greatly admired by the Commodore of the present H.M.S. Centurion, Commodore Don Beadle, who enlisted the talents of Mrs. Gibbon for the six-month task of making the replica.

Gibbon's incline and rise of the Roman Centurion began with sketches and clay models of the original. After painstaking preparation her husband had the difficult task of moulding and casting the replica in cement fondue.

Finished in authentic colours and mounted on oak from H.M.S. Victory, the work was finally unveiled at the establishment by Commodore Beadle — with the Gibbon family as guests of honour.



Sculptress Mrs. Mickie Gibbon and Commodore Don Beadle at the unveiling of H.M.S. Centurion's new figurehead.

Touch-up for Columbine

Now figure this one out . . . why is Department of the Environment man Mr. Dick Kyte running his hand so expertly over this somewhat wooden maiden?

It's all in the interests of her appearance, which has changed remarkably little since her birth more than a century ago.

She was the figurehead of the sloop Columbine and stands with six others of her kind in Admiral's Walk at Chatham Naval Base.

Occasionally they need the attentions of a man — such as Mr. Kyte — who keeps the ravages of time at bay by touching up their "make-up."

Mighty 'mouse' returns

H.M.S. Courageous returned to Faslane last month with 30,000 miles added to her clock since leaving at the end of April. And during the deployment she became the first of the Royal Navy's nuclear-powered submarines to visit the Israeli port of Haifa.

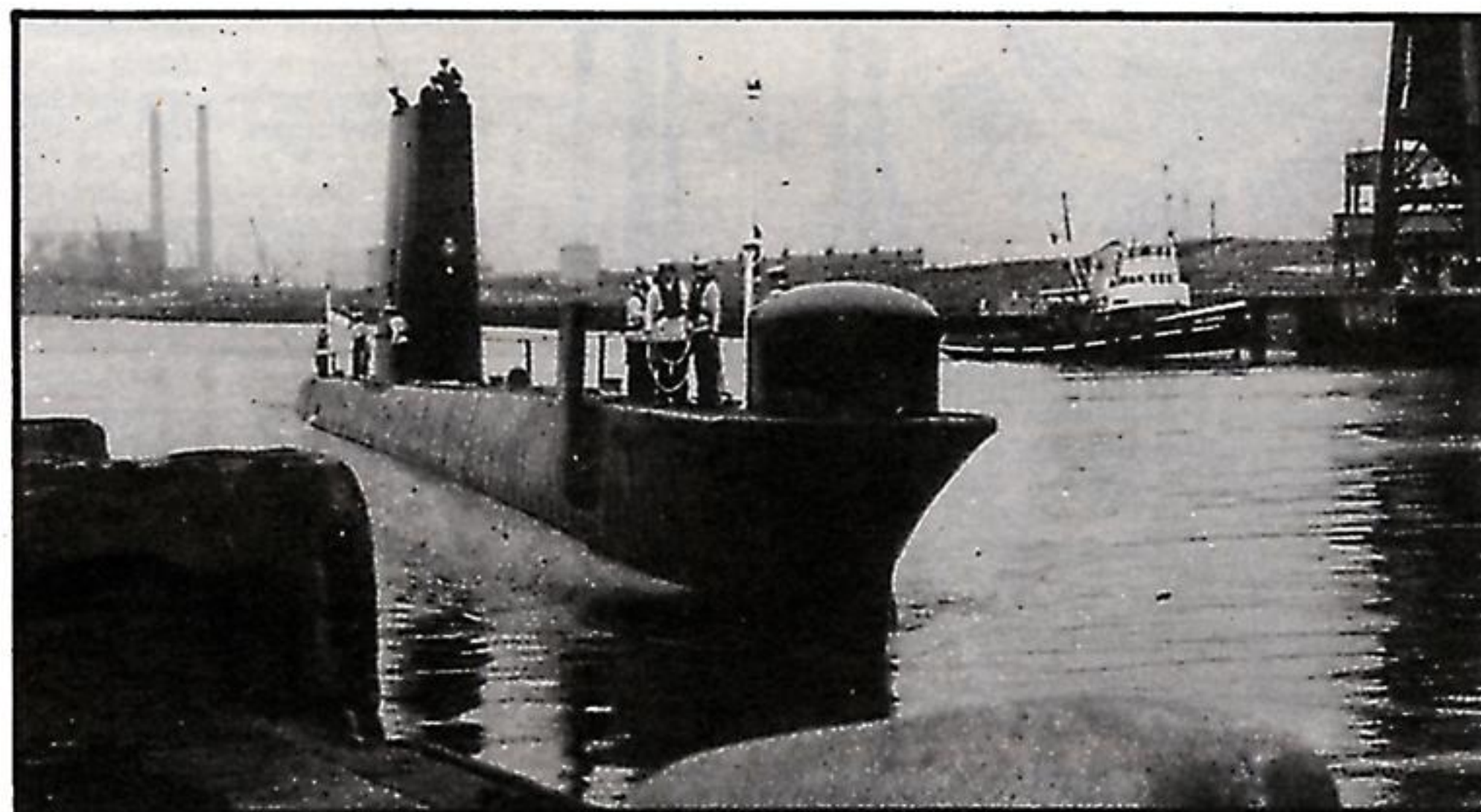
The Courageous took part in two major NATO exercises and joined the first leg of the Group Eight deployment in the Eastern Mediterranean. Later she became the "clockwork mouse" for H.M.S. Hermes' Atlantic deployment.

Besides Haifa, the boat made a five-day visit to Corfu. The mid-running period maintenance was completed in Charleston, South Carolina.

Squadron birthday

No. 846 Naval Air Squadron, which has taken part in major exercises in Norway and Denmark as well as being H.M.S. Bulwark's Commando Squadron celebrated their first birthday since being reformed.

Onslaught enjoys Blyth's spirit of goodwill



The wartime submarine base of Blyth has been showering the Silent Service with honours — 40 years to the month after the outbreak of the Second World War.

The Northumberland town granted the Freedom of the Borough to the patrol submarine H.M.S. Onslaught, erected a monument in the Market Place, compiled a bound volume of names of the submarines based

there during two world wars, made a donation to the Submarine Memorial Appeal Fund, and is preparing a history of the depot ship H.M.S. Elfin.

The September Freedom ceremony was held after a detachment from the Onslaught and a Royal Marines band had marched from the quayside. The White Ensign was raised in the Market Place and the Roll of Honorary Freemen signed there by the boat's commanding officer (Lieut.-Cdr. J. R. C. Foster), an officer and a rating, watched by the Mayor of Blyth Valley, Councillor Les Henderson.

ANCHOR

The monument — an anchor from H.M.S. Tiptoe mounted on stone — was unveiled by Flag Officer Submarines, Rear-Admiral R. R. Squires.

After the ceremony the band led the detachment back to the Onslaught with drums beating, colours flying and bayonets fixed. In the evening the Royal Marines Beat Retreat in the Market Place, and the following day a civic reception was held.

Keeping memories bottled up

Among the Royal Navy's treasured possessions is a bottle of whisky that will never be opened.

For 40 years it has been revered as a memorial to the Submarine Service by the town of Blyth.

Seven petty officers won the whisky in a raffle at the Astley Arms at nearby Seaton Sluice on

Christmas Eve, 1939. Next day their submarine sailed — but they never returned to collect their prize.

To the pub's landlady, the late Miss Lydia Jackson, the bottle was sacrosanct, and five years ago she gave it to the Submarine Museum in H.M.S. Dolphin at Gosport, where it has a place of honour.





Royal guest for Amazon

Princess Anne showed that she intends to continue her close links with the frigate H.M.S. Amazon when she visited the ship in Plymouth Sound.

She toured the ship, visiting the CPOs' and junior rates' messes, and lunched in the wardroom. She is pictured here being shown the intricacies of the helm by the commanding officer, Cdr. Bob Woodard.

The Princess launched the Amazon in 1971, attended the commissioning ceremony in 1974, and spent a day at sea in her the next year.

On her latest visit she was greeted at H.M.S. Drake by the Flag Officer Plymouth, Admiral Sir Peter Berger; the Commodore of H.M.S. Drake, Commodore J. Carlill; and Cdr. Woodard.

PEN PALS...

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:
Irene (25), divorced, 5ft. 5in., fair hair, brown eyes, one son (6), London.
Margaret (25), single, 5ft. 7in., auburn hair, blue eyes, London.
Bernadette (23), single, 5ft. 3in., fair hair, green eyes, London.
Carolyn (15), 5ft., blonde hair, brown eyes, Victoria, Australia.
Jenny (47), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.
Deirdre (17), single, 5ft. 5in., brown hair, brown eyes, Stevenage, Herts.
Jackie (17), single, 5ft. 5in., blonde hair, blue eyes, Newton Abbot.
Annette (16), 5ft. 7in., fair hair, blue eyes, London.
Caroline (20), single, 5ft. 11in., brown hair, brown eyes, Chichester, Sussex.
Pat (36), divorced, 5ft. 7in., brown hair, blue eyes, two children, Wormley, Herts.
Allison (18), single, fair hair, blue eyes, Cambridge.
Tammy (45), divorced, 5ft. 8in., blonde hair, London.
Carol (18), single, 5ft. 5in., brown hair, blue eyes, Glasgow.
Ann (17), single, 5ft. 9in., brown hair, brown eyes, Northampton.
Cathy (17), single, 5ft. 3in., brown hair, green eyes, Ringwood, Hants.
Karen (15), 5ft. 5in., brown hair, South-ampton.

Margaret (34), divorced, auburn hair, brown eyes, Ringwood, Hants.
Carol (18), single, 5ft. 4in., blonde hair, green eyes, Stevenage, Herts.
Christine (16), 5ft. 4in., brown hair, brown eyes, West Germany.
Ursula (30), divorced, brown hair, blue eyes, Tunbridge Wells, Kent.
Sheila (48), divorced, 5ft. 5in., brown hair, hazel eyes, Gosport, Hants.
Miss L. (23), single, brown hair, brown eyes, Epping, Essex.
Debra (17), single, 5ft. 3in., brown hair, brown eyes, Southampton.
Sue (28), divorced, 5ft. 3in., brown hair, blue-grey eyes, two children, Peterborough.
Sandy (15), 5ft. 4in., brown hair, blue eyes, Farnborough, Hants.
Kim (17), single, 5ft. 7in., blonde hair, blue eyes, Stoke-on-Trent.
Deborah (21), separated, 5ft. 3in., brown hair, blue eyes, Chesham, Herts.
Clare (15), 5ft. 2in., brown hair, brown eyes, Farnborough, Hants.
Dawn (15), 5ft. 5in., brown hair, brown eyes, Farnborough, Hants.
Sharon (18), single, 5ft. 3in., brown hair, blue eyes, Edinburgh.
Yvonne (17), single, brown hair, brown eyes, Cupar, Fife.
Karen (17), single, 5ft. 5in., blonde hair, hazel eyes, Louth, Lincs.
Michelle (15), 5ft. 8in., fair hair, blue eyes, York.
Mildred (52), divorced, 5ft. 4in., brown hair, grey-green eyes, Northfleet, Kent.
Jane (26), divorced, 5ft. 4in., fair hair, one son (4), Parkhurst, Isle of Wight.
Pat (40), divorced, 5ft. 3in., black hair, three children, Newport, Isle of Wight.
Trish (22), single, 5ft. 6in., blonde hair, blue eyes, Dunstable, Beds.
Lyn (29), widow, 5ft. 4in., brown hair, blue eyes, one child, Dartford, Kent.
Miss C. (21), single, 5ft. 6in., fair hair, blue eyes, Catterick Village, N. Yorks.
Jean (29), divorced, 5ft. 6in., brown hair, brown eyes, Welling, Kent.
Kathryn (20), single, 5ft. 2in., brown hair, brown eyes, Sheffield.
Sallyann (19), single, 5ft., brown hair, green eyes, Liverpool.
Jeannette (17), single, 5ft., blonde hair, blue eyes, Romford, Essex.
Catherine (31), divorced, 5ft. 2in., brown hair, grey-blue eyes, two sons, Lincoln.
Mandy (17), single, brown hair, blue eyes, Ryton, Tyne & Wear.
Lisa (20), single, 5ft. 2in., auburn hair, blue eyes, Stevenage, Herts.
Maria (29), divorced, 5ft. 8in., black hair, blue eyes, two children, Stockton, Cleveland.
Maureen (32), divorced, 5ft. 7in., blonde hair, blue eyes, three children, Stockton, Cleveland.
Kathryn (25), single, 5ft. 7in., fair hair, brown eyes, Stockton, Cleveland.
Julie (18), single, 5ft. 5in., brown hair, blue eyes, Stockton, Cleveland.
Gin (21), single, 5ft. 8in., fair hair, blue eyes, Bournemouth, Dorset.
Toni (17), single, 5ft. 6in., brown hair, brown eyes, Bournemouth, Dorset.
Margaret (48), divorced, 5ft. 2in., blue eyes, Helston, Cornwall.
Carol (33), divorced, 5ft. 5in., blonde hair, blue eyes, two children, Southampton.
Elizabeth (33), divorced, 5ft. 2in., brown hair, blue eyes, two sons, Rugby.
Julie (20), single, 5ft. 5in., fair hair, green eyes, Bewdley, Worcs.
Isabel (29), divorced, 5ft. 3in., dark hair, blue eyes, one son (2), Luton, Beds.
Mary (32), divorced, 5ft. 1in., blonde hair, brown eyes, Luton, Beds.
Glynis (17), single, 5ft. 2in., brown hair, grey-blue eyes, Billingham, Cleveland.
Linda (27), separated, 5ft. 5in., fair hair, blue eyes, Stockton-on-Tees.
Linda (28), single, 5ft. 2in., brown hair, hazel eyes, Liverpool.
Sandra (36), separated, 5ft. 5in., brown hair, blue-grey eyes, Bradford.
Shelley (33), divorced, 5ft. 5in., brown hair, green eyes, Newhaven, Sussex.
Sue (22), single, 5ft. 8in., brown hair, blue-green eyes, Luton, Beds.
Susan (18), single, 5ft., brown hair, blue eyes, Maghull, Merseyside.
Janine (39), widow, 5ft. 2in., black hair, brown eyes, Lancashire.
Pamela (28), divorced, 5ft. 2in., brown hair, hazel eyes, Penryn, Cornwall.
Doris (48), widow, 5ft. 7in., brown hair, blue eyes, Plymouth.

Joyce (45), divorced, 5ft. 1in., brown hair, brown eyes, Southsea, Hants.
Jackie (19), single, brown hair, blue eyes, Potters Bar, Herts.
Debbie (16), 5ft. 5in., brown hair, blue-green eyes, Darlington, Co. Durham.
Sonyla (15), brown hair, brown eyes, Darlington, Co. Durham.
Cheryl (17), single, 5ft. 1in., fair hair, blue eyes, Hitchin, Herts.
Julie (20), single, fair hair, blue eyes, Oxford.
Sharon (21), single, 5ft. 2in., fair hair, blue-grey eyes, Sheffield.
Carol (17), single, 5ft. 2in., brunette, hazel eyes, London.
Tracey (18), single, 5ft. 4in., brown hair, blue eyes, Romford, Essex.
Janet (35), divorced, 5ft. 2in., brown hair, grey-blue eyes, three children, Wormley, Herts.
Mandy (16), 5ft. 3in., ginger hair, brown eyes, Salford, Lancs.
Valerie (24), single, 5ft. 4in., black hair, blue eyes, Ebbw Vale, Gwent.
Lorna (49), divorced, 5ft. 7in., blonde hair, blue eyes, Wakefield, Yorks.
Joan (45), widow, 5ft. 3in., fair hair, blue eyes, Barrow-in-Furness.
Jeanette (29), divorced, 5ft. 1in., auburn hair, brown eyes, Plymouth.
Tracey (17), single, 5ft. 8in., fair hair, blue eyes, Sheerness, Kent.
Jill (19), single, 5ft. 11in., blonde hair, blue eyes, Aylesbury, Bucks.
Nicole (17), single, 5ft. 4in., brown hair, green eyes, Aylesbury, Bucks.
Susan (21), single, 5ft. 6in., fair hair, green eyes, Bristol.
Carol (18), single, 5ft. 8in., brown hair, green eyes, Bristol.
Susan (26), single, 5ft. 3in., brown hair, green eyes, Newcastle-on-Tyne.
Sharon (28), single, 5ft. 3in., brown hair, blue-green eyes, Brussels, Belgium.
Miss J. (23), single, 5ft. 5in., fair hair, green eyes, Bristol.
Lesley (17), single, 5ft. 6in., brown hair, green eyes, Knebworth, Herts.
Julie (23), single, brown hair, blue eyes, Ontario, Canada.
Sara (17), single, 5ft. 2in., brown hair, blue eyes, Enfield, Middx.
Miss B. (18), single, 5ft. 3in., brown hair, blue eyes, Southport, Merseyside.
Louise (17), single, 4ft. 1in., brown hair, blue eyes, Sydney, Australia.
Jane (17), single, 5ft. 6in., blonde hair, blue eyes, Coventry.
Denise (17), single, 5ft. 6in., brown hair, brown eyes, Coventry.
Ava (19), single, 5ft. 3in., brown hair, brown eyes, New Tredegar, Gwent.
Mandy (16), 5ft. 7in., dark hair, Ely, Cambs.
Marie (25), divorced, 5ft. 4in., brown hair, brown eyes, one son (7), London.
Sharon (17), single, brown hair, brown eyes, Manchester.
Sheena (17), single, 5ft. 2in., black hair, blue eyes, Sutton, Surrey.
Suzanne (16), 5ft. 6in., brown hair, blue eyes, Worcester Park, Surrey.
Jean (15), 5ft. 3in., blonde hair, blue eyes, Rickmansworth, Herts.
Linda (20), single, 5ft. 8in., brown hair, brown eyes, Bootle, Merseyside.
Janet (20), single, 5ft. 6in., brown hair, blue eyes, Liverpool.
Caroline (17), single, 5ft. 9in., blonde hair, green-blue eyes, Bulawayo, Z. Rhodesia.
Rosanne (16), 5ft. 3in., blonde hair, green eyes, Stourport-on-Severn.
Wendy (18), single, 5ft. 2in., brown hair, blue eyes, Tipton, W. Midlands.
Tricia (15), 5ft. 7in., blonde hair, blue eyes, Wadebridge, Cornwall.
Julie (15), 5ft. 7in., auburn hair, blue eyes, Wadebridge, Cornwall.
Wendy (16), 5ft. 6in., auburn hair, Heb-burn, Tyne & Wear.
Sara (16), 5ft. 5in., blonde hair, blue eyes, Plymouth.
Karen (15), 5ft. 8in., brown hair, green eyes, Fareham, Hants.
Christine (21), single, 5ft. 9in., auburn hair, grey-green eyes, Bolton, Lancs.
Mrs. J. (36), divorced, 5ft. 3in., fair hair, two children, Acomb, York.
Glynis (15), 5ft. 4in., brown hair, green eyes, Benfleet, Essex.
Carole (24), single, 5ft. 6in., brown hair, blue eyes, Maidstone, Kent.
Sue (16), 5ft. 1in., fair hair, blue eyes, Eastleigh, Hants.

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Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broad-sword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Cour-ageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), East-bourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo,

Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1978), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Her-mione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hub-berston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jut-land, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liver-pool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, London-derry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Merman, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No 1), Otus (No 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Por-poise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scythe, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidsham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ullster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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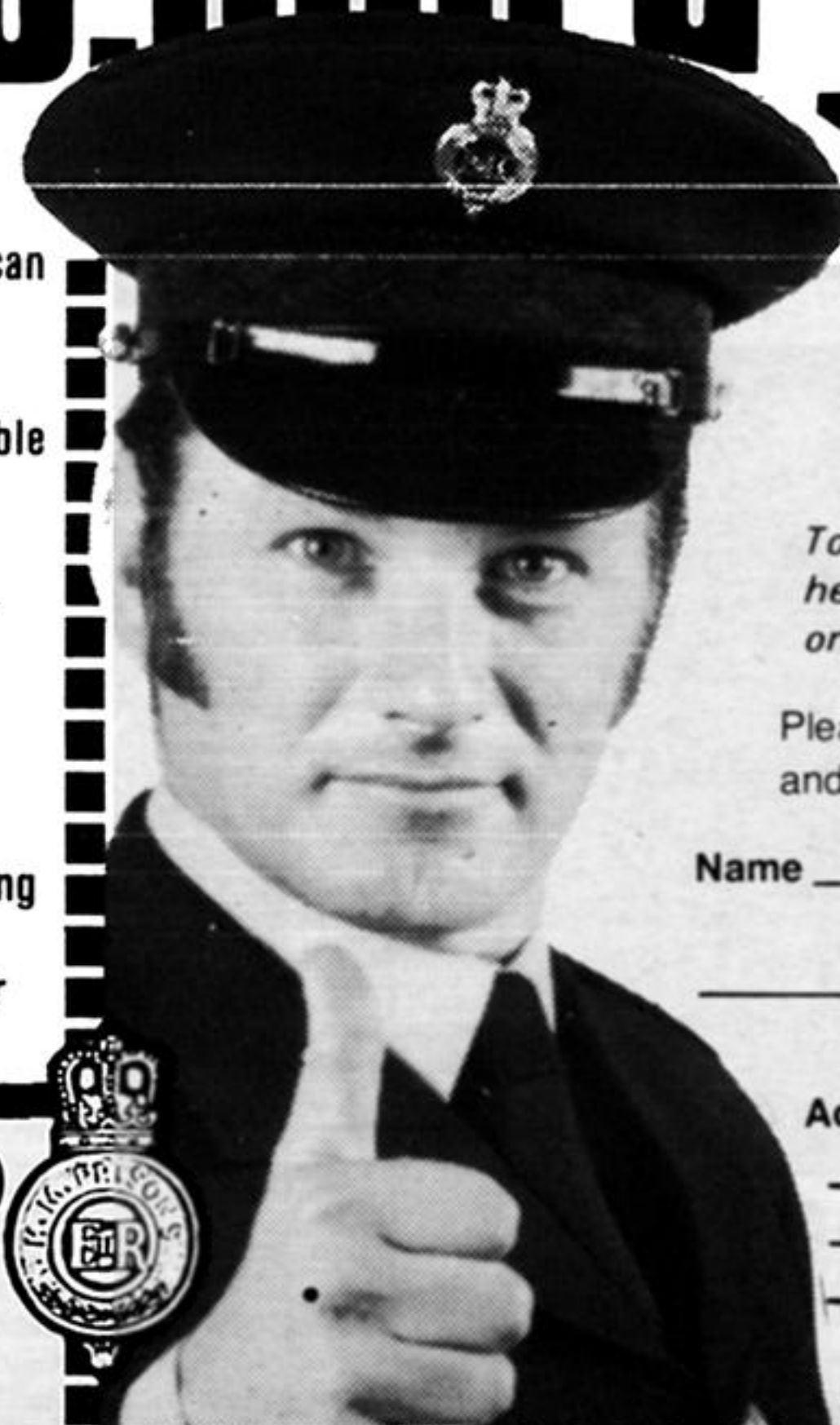
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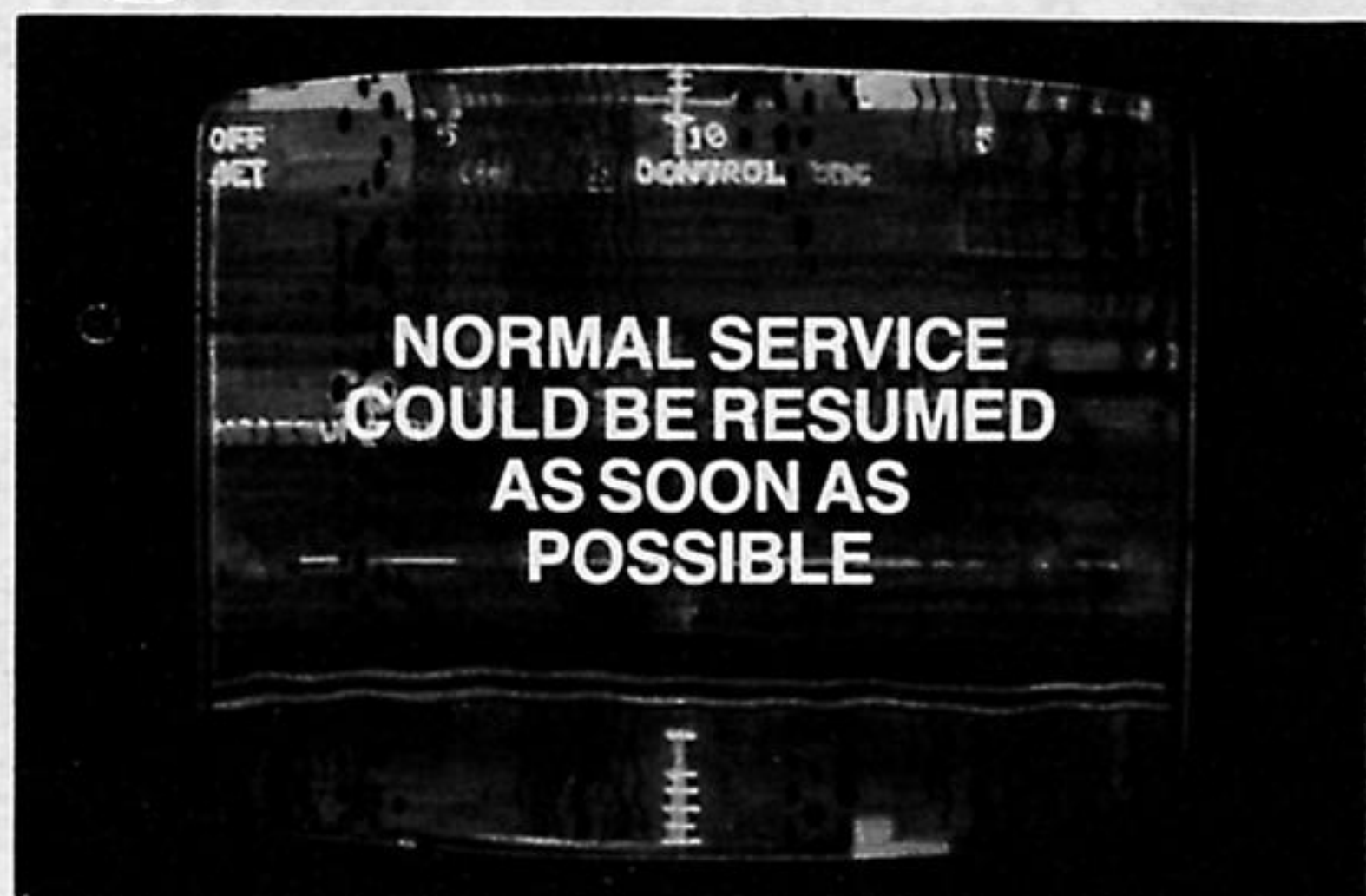
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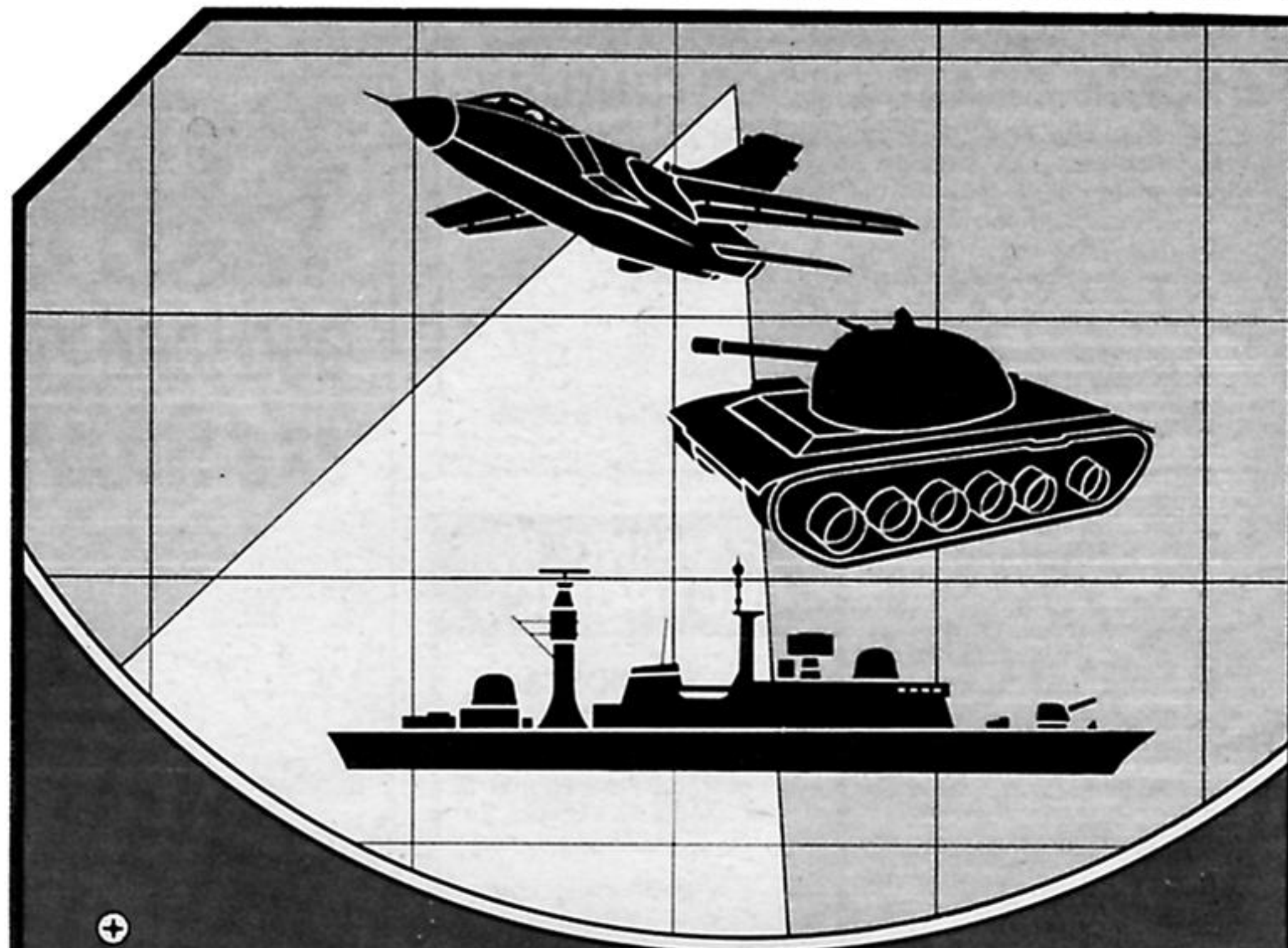
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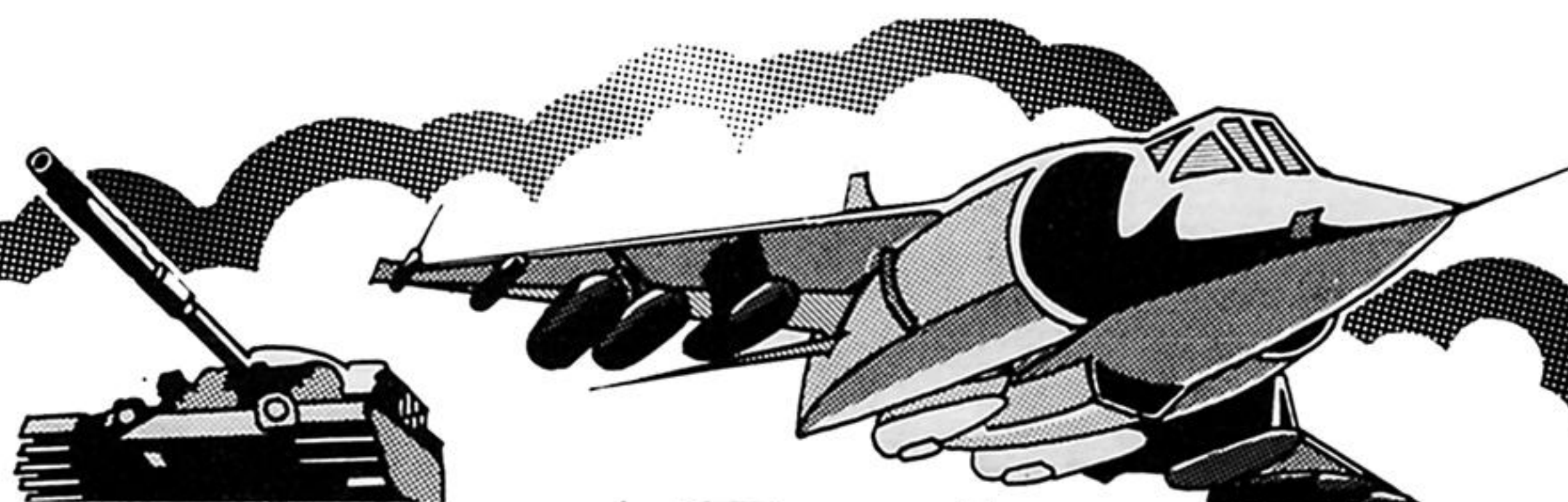


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SPORT

'Debs' shine in Devon drizzle

A Navy side which included three "debutants" in the pack put up a creditable performance in atrocious weather before succumbing 0-10 to Devon, writes Mike Vernon.

With the wind and driving drizzle against them in the first half the Navy, mostly on the retreat but doing well in the line-outs, defended bravely and there was hope that, if they prevented Devon from scoring before half-time, they could capitalize on wind advantage in the second half.

However, in the closing minutes of the half Devon punished two Navy infringements in kickable positions with penalty goals and turned round six points to the good.

NEAR MISSES

The Navy had the better of the game in the third quarter but, despite several penalty near-misses from Lieut. Geoff Fabian, making a re-appearance at full-back, and coming close to tries on a number of occasions, were unable to notch the vital points. In the event it was Devon, from a heel against the head at a set scrum on the Navy line, who scored the only try of the game and a very good one it was.

There was some good line-kicking from Fabian. Second Lieutenant John Leigh who otherwise had one of his dreamier games and Lieut. Tansy Lea, again skipping the side from scrum-half, and the latter could consider himself very unfortunate that the referee had his back to the action when Lea was blatantly "taken out" as he followed his own chip ahead from 15 yards out in front of the posts.

The forwards, among whom newcomer Mid. Thompson (BRNC) created an excellent impression with a non-stop performance on the flank, kept going well with CPO "Figgy" Dunn in the driving seat, but it was not a night for handling back play.

OPTIMISTIC

Despite the result, I remain cautiously optimistic, particularly if the Bootnecks can be dissuaded from sending all their rugby players who are not already in Northern Ireland off to Norway in the New Year.

If their contribution on the Taffalgar Day week-end to the Inter-Command Colts tournament and to the Devonport Services' side which opposed U.S. Portsmouth in the annual "derby" match is anything to go by, they are already making a phased withdrawal from Navy rugby!

After four years of Royal Marines' domination, Portsmouth won the Colts tournament, with Naval Air Command in close contention, and the US Portsmouth pack, with Capt. Mike Bowles and Lieut. John Ackerman re-appearing profitably after injury and Lieut. Mike Pearce giving a largely unsupported CPO Shady Lane a hard time, made sure of a handsome victory by 25 points to eight.

Devonport contributed some exciting movements to an enter-

Bickton event

SNS Isobel Parris, a member of the R.N. hospital Plymouth team, was second in the Kemble Plate event at the R.N. and R.M. equitation championships held in Bickton Arena, Exmouth.

Other members of the team were SNS Margaret Kerr and SNN Maggie Smith.

RUGBY

taining game, in which no tries were scored until the last quarter when both sides scored two each, but POPT Peter Piercy had the last word with a personal tally of 21 points from a try, a conversion, and five penalty goals. Lieut.-Cdr. Peter Birkett, too, not for the first time this season, executed an outside break or two, a ploy I thought had disappeared with the advent of coaching.

Heron put on the pressure

H.M.S. Heron forwards (darker hoops) put pressure on H.M.S. Daedalus during the final of the Fleet Air Arm's Bambara Trophy rugby competition at R.N. air station Yeovilton. Heron won by ten points to nine, thanks to a penalty converted by Lieut. Bob Burley in the last seconds of the game. Although marred by penalties, the final was exciting and hard-fought, with Heron's pack taking the edge in tight and loose.

Heron's points were scored by NAM Slinger

Wood (try) and Burley (two penalties), with Navy full-back POPT Peter Piercy replying for Daedalus with three penalties. Earlier rounds of the competition produced the following results: H.M.S. Heron 16, H.M.S. Osprey 0; H.M.S. Seahawk 13, H.M.S. Daedalus 16; H.M.S. Osprey 8, H.M.S. Seahawk 22.

This was H.M.S. Heron's third Naval Air Command trophy of the season. The Yeovilton establishment has already won the hockey and soccer competitions.

Picture: PO(Phot) Stuart Wood.



Two famous former Navy rugby players presented Welsh International jerseys and caps to the U.S. Portsmouth club before the "derby" match against Devonport Services at Burnaby Road. Club captain POPT Mick O'Shea (centre) is pictured with Cdr. Donald Tarr R.N. (ret'd.) (left) and Dewi Bebb, the flying Welsh winger of the Sixties. Bebb, now sports editor of Harlech Television, served in the Royal Marines and won 34 caps for Wales between 1959 and 1967. Tarr won his cap as a hooker against the All Blacks in 1935.

U.S. Portsmouth beat Devonport Services by 25 points to eight.

Picture: LA(Phot) R. Drew.

SPORTS FIXTURES

NOVEMBER

29 Oct-5 Nov. — Athletics: RN marathon team v United States Marine Corps team (USA).
1-2 — Basketball: Inter-Command championships (Portsmouth).
2 — Squash: RN v Cambridge University (Cambridge).
3 — Squash: RN v Ganders (Cambridge).
Rugby: RN v Cornwall Schools (19 Group) (Launceston).
4 — Rugby: RN v Cornwall Colts (Rectory, Devonport); Kayak: Wey (Guildford).
7 — Boxing: RN v NE Counties (Whitley Bay); Football: RN v Sussex Intermediate (Worthing); Football: RN v Southampton FC (Portsmouth).
8 — Hockey: Inter-Command indoor hockey championships (HMS Nelson).
9 — Boxing: RN v NW Counties (Barrow).
9-10 — Squash: Inter-Command (CYC Lymington).
10-11 — Fencing: Liverpool Tournament (Liverpool).
11 — Kayak: Cambridge (Cambridge).
Squash: RN v Cornwall (HMS Raleigh).
Squash: RN v Devon Juniors (CTC

Lymington); Volleyball: RN v Paignton v Kestrel II (Paignton).
14 — Football: RN v Sussex (Portsmouth).
15 — Boxing: RN v Western Counties (Bath).
17 — Badminton: RN v Post Office SW Region (HMS Drake); Boxing: RN U19 v Dereham (Select) (Dereham, Norfolk); Volleyball: Inter Armed Services championships (RAF Halton); Rugby: RN v Worthing Colts (Worthing).
17-18 — Fencing: Junior Sabre / Epee Tournament (London).
18 — Kayak: EXE Descent (Tiverton); Rugby: RN v Hampshire Schools (19 Group) (US Portsmouth).
20 — Football: RN v Bognor FC (Portsmouth).
22 — Basketball: RN v Royal Signal Regiment (Portsmouth).
23 — Basketball: RN v Borough Road College (London); Squash: RN v Surrey (Guildford).
24 — Basketball: RN v Crystal Palace Juniors (London).
25 — Kayak: Fowey (Devon); Volleyball: RN v Speedwell II v London Fire Brigade (Bristol).

27 — Football: RN v UAU (Portsmouth).
29 — Boxing: RN v USMC (USA).
29-30 — Hockey: Inter-Service and Inter-Service unit championships (RAF St Athan).
30 — Boxing: RN U19 v Dorset Select (Weymouth); Squash: RN v Woking (Woking).

DECEMBER

(first week)
1 — Basketball: RNWBA v Isle of Wight (Portsmouth); Hockey: RNWNA v Bishop Otter (Chichester).
1-2 — Badminton: RN v Army (TBC); Kayak: Jupiter Point (Plymouth).
2 — Fencing: RN v Hampshire (HMS Nelson); Hockey: RNU21 v Sussex U21 (Middleton-on-Sea); Hockey: RNWHA v Henley (Portsmouth).
5 — Football: RN v Fire Service (London).
6 — Boxing: RN v London (NE) (London).
7 — Basketball: Scotland Under 19 (Edinburgh); Squash: RN v Berkshire (TBN); Squash: RN v Berkshire Juniors (TBN).



ROWING

Veterans in action

The Royal Navy veteran IV oarsmen, silver medallists at the inter-Services earlier this year, were in action again last month.

The crew, comprising Cdrs. John Lane, Chris Esplin-Jones, Ric Simpson, Giles Fletcher and Lieut.-Cdr. Colin Mair, won the veteran's section over three miles at the Reading Head on October 14.

The team finished the course in good time and were only slightly delayed when a collision with the A.R.A. Ladies National Squad (overtaking vessel) wiped out the starboard oars. The race was completed notwithstanding, and the Royal Navy retired gracefully to the beer tent without lodging a protest.

Medway in U.S. hockey action

Medway Command hockey team were the only European team to reach the knock-out stage of the 15th J. F. Kennedy memorial tournament in Washington D.C. Medway was also the first British side to enter.

Medway lost in the quarter-finals to the eventual winners, an Indian Airlines side that included four full international players. Navy cap CPOPT John May (H.M.S. Warrior) was top Medway scorer, and managed to net one of only three goals put past the Indians in the entire tournament.

Against competition from India, Holland, Germany, Canada, the U.S.A. and Burma, Medway carried off a new trophy, the Ghanga Dhillon Cup for the most disciplined and sporting side.

Ski holiday

A Royal Navy Ski Club Christmas holiday offer, announced in July's Navy News, attracted such an overwhelming response that the club is now arranging an Easter leave period skiing holiday at Leysin, Switzerland.

Anyone interested in the Easter ski-ing holiday, from March 29 to April 11, should contact the club secretary, Mrs. P. Guthrie, Wildhanger, Amberley, Sussex BN18 9NR, telephone Bury (079 881) 759.

Badminton standards on the up

Although entries were down on last year, standards at this year's R.N. badminton championships were well and truly up.

In particular, WEM(O) John Dukes (H.M.S. Collingwood) and Mid. Simon Abbot (BRNC Dartmouth), both newcomers to Navy badminton, made an impression. Both men have represented their counties, Fife and Berkshire, at junior level. At the R.N. championships played in H.M.S. Sultan they fought out a closely-contested Under-21 final which Abbot won in three sets.

Women's events were poorly supported and went much as predicted. Wren Clair Wilkenson (H.M.S. Vernon) retained her singles title with a convincing two-set win over PO Wren Kate Owen (H.M.S. Mercury).

In the doubles, Clair and Kate proved far too strong for two

promising newcomers, Wren Ruth Warhurst (H.M.S. Seahawk) and Wren Geraldine Helsby (H.M.S. Heron).

The men's final was the highlight of the afternoon, with LPT Pete Smale (H.M.S. Collingwood) in devastating form against REA1 Ted Hill (H.M.S. Daedalus). Smale quickly built up a 12-4 lead in the first set, only to lose it 13-18. He dominated the second, but again faltered in the third before beating off Hill's determined challenge.

The Navy's first and second pairs produced a high standard of play in the men's doubles final. LPT Smale and Lieut. Geof Rowlands (H.M.S. Collingwood) eventually beat NSW Bob Dixon (H.M.S. Nelson) and WEA Richard Wiseman (H.M.S. Collingwood) in a three-setter lasting more than an hour.

R.N. BADMINTON CHAMPIONSHIPS, 1979

Men's singles — LPT P. Smale (H.M.S. Collingwood) beat REA1 E. Hill (H.M.S. Daedalus), 13-18, 15-6, 17-15.
Ladies' singles — Wren C. Wilkenson (H.M.S. Vernon) beat PO Wren K. Owen (H.M.S. Mercury), 11-2, 11-5.
Men's doubles — LPT P. Smale and Lieut. G. Rowlands (H.M.S. Collingwood) beat NSW R. Dixon (H.M.S. Nelson) and WEA R. Wiseman (H.M.S. Collingwood), 15-11, 8-15, 15-10.
Ladies' doubles — PO Wren K. Owen and Wren C. Wilkenson beat Wren R. Warhurst (H.M.S. Seahawk) and Wren G. Helsby (H.M.S. Heron), 15-9, 15-2.
Mixed doubles — LPT P. Smale and Wren C. Wilkenson beat WEA R. Wiseman and PO Wren Owen, 15-12, 15-1.
Veterans' singles — Lieut. Ian Pike (H.M.Y. Britannia, +5) beat NSW R. Dixon (scratch), 15-6, 15-2.
Under 21 singles — Mid. S. Abbot (BRNC) beat WEM(O) J. Duke (H.M.S. Collingwood), 14-17, 15-7, 15-3.
Veterans' doubles — Lieut. Pike and NSW Dixon (-2) beat CPO Bill Watton (Phoenix) and Mr. Ted Carroll (H.M.S. Sultan, +4), 15-10, 18-13.

Britannia ready to rule, O.K.?

H.M.Y. Britannia wrote a new line in the Navy Cup history book by becoming the first Royal Yacht to reach the final since the senior competition started in 1905, writes Jack Sheppard.

Britannia was due to meet H.M.S. Heron in the final at R.N. air station Yeovilton on October 31.

In the first three rounds of the competition Britannia scored 19 goals and conceded just six. Nine of the Royal Yacht's players got on to the score sheet, with CPO Jim Dales (4) and LMEM Barlow and MEM Vanbienne (3) heading the list.

Just when it appeared that Britannia had met her equal in the semi-final against H.M.S. Cochrane, she snatched a 2-1 victory. And that after MEM Garry Schofield (H.M.S. Cochrane) had saved from a penalty kick taken by Britannia's PO Paddy Byrne.

Although there are no current Navy players in the side, Dales, Byrne and Barlow have all had experience with the senior side, and they are backed up by a hard-working team that refuses to

SOCCKER

give up. In addition, they are helped and motivated by what must be the biggest supporters club in the Navy.

The greatest of all Navy footballers, Rigger Coates, would be well pleased. In spite of his many honours with England, Southampton and Hampshire, Rigger, a Royal Yachtsman in Victoria and Albert, never once led his side to a Navy Cup final.

Britannia reached the final by disposing of H.M.S. Tartar 7-0, H.M.S. Nelson 6-2, H.M.S. Collingwood 6-4, and H.M.S. Cochrane 2-1.

H.M.S. Heron, the current champions, reached their fourth Navy Cup final — they have won it twice — by beating H.M.S. Seahawk 4-3, H.M.S. Mohawk 4-0, CTCRM 5-1, H.M.S. Drake 3-1, and H.M.S. Pembroke 3-1.

No ship has won the competition since H.M.S. Ark Royal in 1939.

Navy players Lieut. Tony Miklinski (CTCRM) and LPT Richard Reed (H.M.S. Aurora) retained their places in the South West Counties team due to play the Western League at the Bournemouth A.F.C. ground on November 31.

NEW ZEALAND

The Royal Navy has an interesting link with the New Zealand Football Association, whose representative side has recently been touring Britain.

Back in 1923 the association was presented by H.M.S. Chatham, a second class cruiser, with a replica of the F.A. Challenge Cup. This trophy, known as the Chatham Cup, is awarded every year to the winners of the New Zealand F.A.'s premier competition.

I would be interested to hear from anyone who served in H.M.S. Chatham in 1923. They might also like to make themselves known to the Deputy Chairman of the N.Z.F.A., Mr. Charlie Dempsey, Recreation Services Ltd., Colonial Motors Building (2nd Floor), 95, Courtney Place, PO Box 1771, Wellington, New Zealand.

● Lieut.-Cdr. Dennis Probee has been appointed Navy manager for the Service's challenge for the Inter-Service title.

Kenealy and Co. sweep the board

POPT Tim Kenealy (H.M.S. Nelson), LPT Jim Nowak (H.M.S. Dolphin) and PMT Pat Dunleavy (R.N.H. Haslar) swept the board at the 1979 South West Blathlon championships at Sherborne last month.

They not only took top honours as a team in this sun-swept event, but also finished first, second and third in the individual placings. This exceptional achievement qualifies them to take part in the national blathlon championships in the Tewkesbury area on November 24-25.



AB Scott of H.M.Y. Britannia (dark strip) challenges for a ball during his side's Navy Cup tie against H.M.S. Collingwood. The Royal Yacht won 6-4.

Picture: LA(Phot) Gordon Ford.

SERVING UP ICE-COLD SQUASH!

Royal Navy squash went into the Arctic Circle last month when two signal officers met for a communications conference in Bodoe, Norway, 40 miles inside the Arctic.

Lieut.-Cdr. Robin Bawtree (Staff of FOSM) and Lieut.-Cdr. Mike Benson (AFNORTH) just happened to have their squash gear with them, so made use of the nearby Norwegian Air Force base court during the three-day conference.

Apart from one or two hazards, such as a gallery jutting out into the court, ball-sized holes every three feet around the court, a broken racket and broken ball, a normal game was played and a 3-3 draw achieved.

TWO WINS

Success in Navy squash during October included wins in the first two matches of the season (Kent were beaten 3-2, R.A.C. Club 5-0), and a notable victory for the Navy Instructor Officers team over the Army and R.A.F.

Main event of the first half of the season is the Inter-Command championship at CTCRM Lympstone on November 9-10. It will be played for the first time on Lympstone's new courts.

SQUASH

The annual RNSRA cocktail party will be held during the tournament (November 9, 1830) at Lympstone. Life members and their ladies are welcome (cost £1.50 a head).

Calling all veterans

Serving personnel who wish to be considered for the Navy veterans squash team should contact Lieut.-Cdr. Hugh Rump, Supply Officer, R.N.H. Haslar (tel. 41323).

Officers and ratings over 40 on February 20 are eligible for the team, which will compete at the first Inter-Service veterans tournament to be held at R.A.F. Uxbridge, on February 20-21 in conjunction with the open and Under-25 events.



Navy, Army and R.A.F. sea anglers sail from the pierhead of H.M.S. Drake to compete in the first Inter-Service sea angling competition. After 18 hours of fishing on the Eddystone Reefs the R.A.F. were declared the winners, with the Navy 14lb. behind and the Army in third place.

A challenge was originally thrown down by the Army, and readily taken up by the Plymouth Command Angling Association, which secured the use of the R.N.X.S. vessel Loyal Chancellor.

Picture: PO(Phot) Mick Cunningham.

SPORT

Piskey team comes back with a mug

Last year Navy golfers finished the season with a great win in the Cornish Piskey Tournament at Newquay. This year they were knocked out in the second round but came back strongly to win a consolation prize, the Piskey Mug, writes John Weekes.

The Navy fielded the same team as 1978 except that Lieut. Jim Grieve (Cambridge) played instead of Lieut. Malcolm Edmunds who was at sea in H.M.S. Hermes.

Jim partnered Lieut.-Cdr. Brian Grant (RNH Plymouth) and they laid the foundation of our Mug victory with a superb foursome medal score of 72. This was only two over par and with handicap adjustment put them 2½ under par.

Lieut.-Cdr. Richard Moore (AUWE Portland) and Lieut. Ian Yuill (Daedalus) played steadily for 76½ (80-3½) and Lieut. Roger Hockey (Dryad), partnered by your correspondent in the absence of Lieut. Alan Bray (Dryad), overcame the odd wayward shot to score 75 (83-8).

The combined total of 219 was six shots better than any other competitor and our victory made up for our loss of the major trophy in which we had been beaten by the eventual winners, the Cornish Nomads.

WOODEN SPOON

The Inter-Services tournament at Hayling Island resulted in the Navy retaining the wooden spoon. As has so often happened in the past, Navy foursomes play let the side down. The Navy lost all four foursomes to the Army, who were let off the hook in two matches by injudicious shots to the last green. The Army also did better in the singles but the Navy achieved a nearly respectable score by winning the last three matches.

GOLF

We were helped by a small band of caddies led by FCPO Ken Ogden (RNDQ), whose kind efforts were much appreciated.

FOURSOMES

The R.A.F. took the foursomes 3½ to ½, but the Navy halved the singles against them by four matches apiece. The Army annihilated the R.A.F. to be Inter-Services Champions yet again.

The golf was of an extremely high standard but two Navy golfers did especially well. Brian Grant and Sub-Lieut. Nick Gasson (Avenger) won both their singles, Brian winning his by large margins. LREM Ken Taylor (FMB Devonport) showed great improvement during the tournament, winning his single against the R.A.F. and halving his foursome with LRO Nobby Stiles (Ambuscade) as his partner. However, the overall result was a disappointment and we must hope for better things in 1980.

PLYMOUTH CHAMPION

Played at Launceston, the Plymouth Command championship was won by Brian Grant with an excellent score of 149 (75+74). Runners-up was CPO Dick Cattermole (RNH) who fell away from his morning lead and returned 151 (73+78). Third was Ken Taylor, 153 (78+75), who only lost the afternoon's best score due to Brian getting a birdie on the last hole.

PRESIDENTIAL SUCCESS

Partnering Bernard Gallagher in the Dunlop Masters Pro-Am tournament, Navy golf President Rear-Admiral Duncan Lang came second in a strong field headed by Tony Jacklin. He more than held his own with the professionals, getting two birdies and an eagle in a round that ended with a combined score on the difficult Woburn course of seven under par. His prize list sounded like one of television's give-away shows and we hope he has not been forced to lose his amateur status!

Athletics trophies awarded

The new chairman of R.N.A.C. (South), Cdr. M. F. O'Reilly, commanding officer of H.M.S. Temeraire, presented the trophies at the club's six-monthly general meeting.

Trophies awarded were: best 800m. performer, Lieut.-Cdr. D. Furneaux (H.M.S. Daedalus); best track performance, LAM Jay Weeks (H.M.S. Daedalus); best field performance, SEA Gavin Russell (H.M.S. Vernon); three-mile trophy, CPOPT Keith Cawley (H.M.S. Drake); most improved athlete, LCEM Mike Schofield (F.M.G. Portsmouth).

RELMN(A) Trevor Walhen (H.M.S. Daedalus) reported that the club had won two trophy meetings and finished runners-up in two others. Their final position of 17th in the Southern League Division I did not reflect the club's true strength, he said.

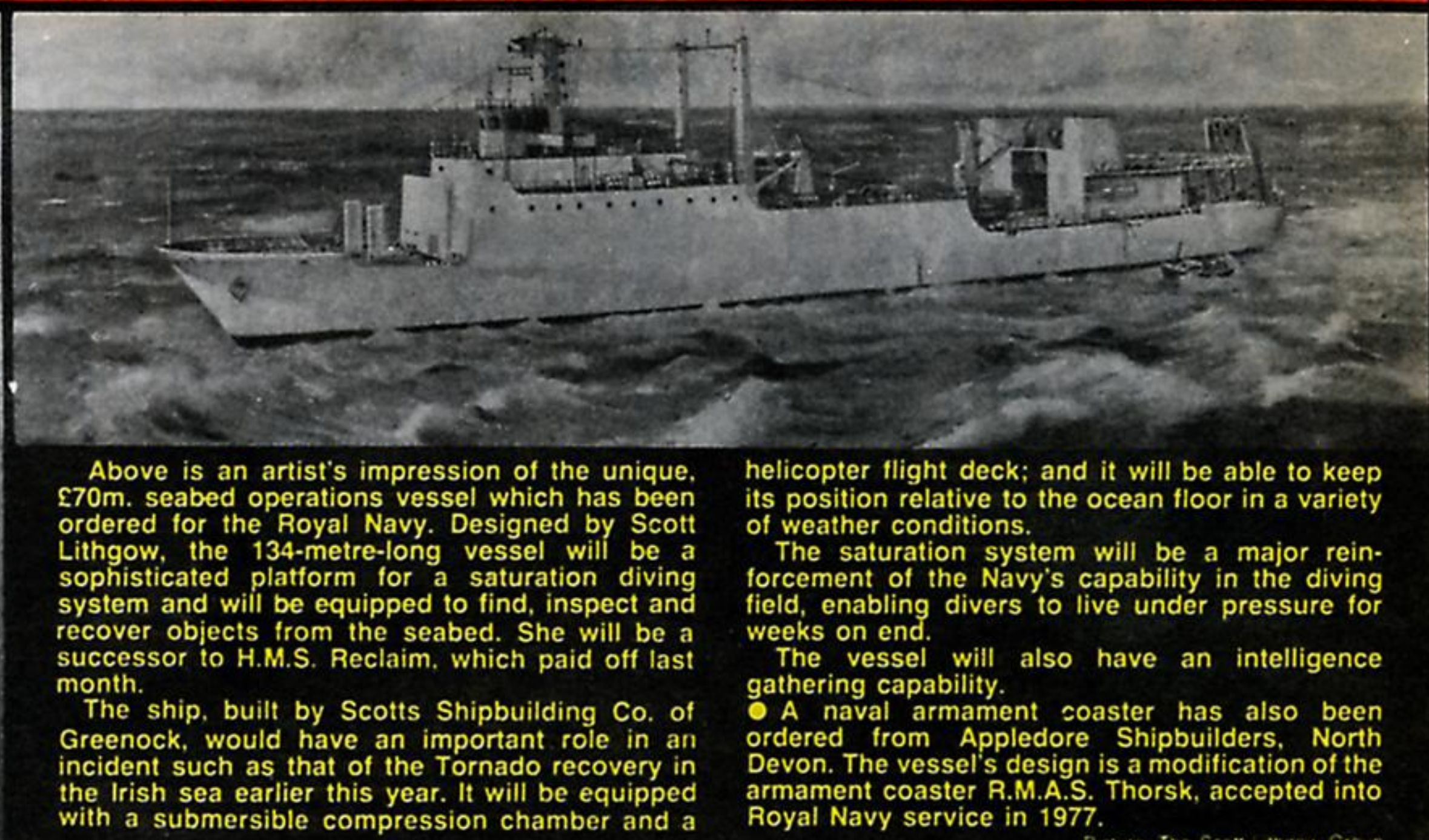
What a whopper!

An end-of-season fishing trip to the river Piddle provided Lieut.-Cdr. David Crampton-Thomas, H.M.S. Osprey's Deputy Base Supply officer, with a magnificent catch, a 14lb. sea trout. David, a founder member of the R.N. and R.M. Angling Association, took the fish on an orange-bodied fly after a one-hour battle using 3¼lb. breaking strain line.

Sultan's win

Part II trainees from H.M.S. Sultan won the annual H.M.S. Sultan v. H.M.S. Centurion cross-country championships.

FAST DELIVERY . . . AND A STABLE FUTURE FOR DIVERS



Above is an artist's impression of the unique, £70m. seabed operations vessel which has been ordered for the Royal Navy. Designed by Scott Lithgow, the 134-metre-long vessel will be a sophisticated platform for a saturation diving system and will be equipped to find, inspect and recover objects from the seabed. She will be a successor to H.M.S. Reclaim, which paid off last month.

The ship, built by Scotts Shipbuilding Co. of Greenock, would have an important role in an incident such as that of the Tornado recovery in the Irish sea earlier this year. It will be equipped with a submersible compression chamber and a

helicopter flight deck; and it will be able to keep its position relative to the ocean floor in a variety of weather conditions.

The saturation system will be a major reinforcement of the Navy's capability in the diving field, enabling divers to live under pressure for weeks on end.

The vessel will also have an intelligence gathering capability.

● A naval armament coaster has also been ordered from Appledore Shipbuilders, North Devon. The vessel's design is a modification of the armament coaster R.M.A.S. Thorsk, accepted into Royal Navy service in 1977.

Picture: The Scott Lithgow Group

As H.M.S. Speedy, the Royal Navy's first jetfoil, speeds over Puget Sound, near Seattle, U.S.A., at over 50 knots during acceptance trials Lieut.-Cdr. Peter Roach, the commanding officer designate, signs the official documents (inset).

Mr. Gene Myers (right) director of military sales for Boeing Marine Systems, the craft's builder, and engineer officer Lieut. Richard Morgan R.N. witness the signing.

The vessel is due to arrive by ship in Portsmouth on November 26 and be towed to Vosper-Thornycroft's Portchester shipyard for fitting-out. She will be evaluated by the Royal Navy in a variety of roles including offshore patrol and is expected to go into service next year.

Picture: Boeing Marine Systems.

NEW ROLE FOR FIFE

After returning from her triumph in helping Dominica to get back to normal after Hurricane David, H.M.S. Fife is set for a complete change of task on November 19 — as Fleet Training Ship. The role is new for the Fleet as well as for the Fife and has been introduced to prepare trainees more fully for their first sea time.

The Fleet Training Ship — the Fife is due to be relieved in the role next year by H.M.S. Kent — will have a permanent berth alongside H.M.S. Rame Head at Whale Island.

Up to 200 trainees will be on board at any one time, with the ship's complement reduced to a total of 17 officers and 258 men.

The Fleet Training Ship is being introduced to consolidate Part II / III training so that each trainee can become a more effective member of his branch with as little need as possible for further on-job training and supervision when he joins his first ship in a complement billet.

Each trainee will spend between two and four weeks on board, depending on his branch, and will go some way to completing his task book training before joining his first ship.

In addition, up to 24 WEA apprentices will be drafted to the Fife for four months of their year's sea training, again completing task book work.

Duty watches

Although remaining alongside, the Fleet Training Ship will be in all respects a fully-operational unit, working normal ship's routine and steaming four days a week. Trainees will carry out normal duty watches and take part in all ship general activities, including N.B.C.D. training.

Training will be intensive, with the trainee getting a good idea of life in a ship and learning his trade in a ship-borne environment.

H.M.S. Kent is expected to take over the F.T.S. role in July, 1980, when the Fife will prepare for her long refit.

● Mr. Arden Shillingford, High Commissioner for Dominica, visited the Fife in Portsmouth with his wife on October 12 to thank the ship for her help during the hurricane disaster.

"The people feel a great debt of gratitude to the Fife for coming to their help so gallantly," he said.

Enter the R.N.

Flanked on each side by the majestic structures of the Opera House and the Harbour Bridge, H.M.S. Norfolk, followed by H.M.S. Falmouth, enters Sydney during the Group Eight Deployment.

Picture: LA(Phot) R. C. Thompson.



FISHING FOR FUEL

H.M.S. Lindisfarne carried out what is believed to be the first replenishment-at-sea by a patrol ship on a fishing boat when she went to the aid of a Grimsby vessel in the North Sea.

The fishing vessel, Ann Charlotte, had lost a large quantity of fuel at sea and was running dangerously low when the Island class control vessel arrived in answer to a call for help.

SWORD

The Lindisfarne — displaying the kind of co-operation which won the Royal Navy's Fishery Protection squadron the Wilkinson Sword of Peace earlier this year — transferred 560 gallons of diesel fuel to the boat in a three hour operation.

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